New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report

2012

New Mexico Department of Transportation
Transportation Planning and Safety Division
Data Management Bureau

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Data Management Bureau

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Definitions

100M VMT – VMT is a measurement of the number of miles traveled annually by motor vehicles. It is commonly reported in units of 100 Million Vehicle Miles Traveled (100M VMT).

Alcohol-involved Crash – An indication on the UCR that 1) a DWI citation was issued, 2) alcohol involvement was a contributing factor to the crash, or 3) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of alcohol.

Alcohol-involved Driver – A person in control of a vehicle who was cited for DWI or indicated on the Uniform Crash Report as being either suspected or determined by testing to be under the influence of alcohol.

Crash – A reported incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage. Crashes on private property (such as a parking lot) are not included.

Driver – A person in control of a motorized vehicle. Pedestrians and pedalcyclists are not drivers.

Fatal Crash – A crash in which at least one individual was killed. Note, more than one individual can be killed in a single fatal crash.

Fatalities – The number of people killed in a crash. The terms killed and deaths are synonymous with fatalities. A fatality is crash-related when it occurs at the time of the crash or within 30 days.

Injuries – The number of people injured in a crash, as opposed to the number of crashes in which people were injured. This includes suspected serious injuries (Class A), suspected minor injuries (Class B) and possible injuries (Class C). Counts include people injured, but not killed.

Injury Crash – A reported crash in which at least one individual was injured. Injury crashes involved at least one suspected serious injury (Class A), suspected minor injury (Class B), or possible injury (Class C). Fatal crashes are not included in this category.

Missing Data – An indication that the applicable field on the UCR form was left blank or contained an invalid code. Starting in 2012, increases in missing data are the result of NMDOT crash database improvements in the identification of missing data.

New Mexican Resident – A person who lives in New Mexico or has a New Mexico driver's license.

Definitions

Occupant – A person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Pedalcyclist – A person riding a mechanism of transport that is powered solely by pedals. Also known as a bicyclist.

Pedestrian – A person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash.

Possible Injury – An injury reported or claimed which was not a fatal, suspected serious or suspected minor injury. Also known as a Class C injury or "Complaint of Injury".

Property Damage Only Crash (PDO) – A reported crash on a public road that did not involve injuries or fatalities but resulted in more than $500 in property damage. Also known as a Class O injury crash.

Rate – A rate is calculated by dividing a total count (such as total crashes, drivers, or fatalities) by statistics such as VMT, number of licensed drivers, or population. See page 4 for more detail.

Ratio of Males to Females – The number of males for every one female. The ratio is calculated by dividing the number of males by the number of females. For example, five males and two females have a ratio of 2.5 males for every one female (5 males / 2 females).

Rural – An area with a population of less than 2,500.

Serious Injury – See suspected serious injury. Also known as a Class A injury. Suspected minor injuries (Class B injuries) and possible injuries (Class C injuries) are excluded.

Severity of Injury – The degree of injury to a person in a crash as describe by the KABCO scale: K indicates Killed, ABC indicate injuries (A=suspected serious, B=suspected minor, C=possible), and O indicates no apparent injuries (property damage only).

Suspected Minor Injury – A visible but not serious injury, such as abrasions, bruises and minor lacerations, as observed by the officer at the scene of the crash. Also known as a Class B injury or a "Visible Injury".

Suspected Serious Injury – An injury, other than a fatal injury, where the person was carried from the scene of the crash or where the injured person was unable to walk, drive or perform normal activities he/she was capable of performing before the injury occurred, as observed by the officer at the scene of the crash. Also known as a Class A injury or an "Incapacitating Injury".

Definitions

Top Contributing Factor – The top contributing factor is derived hierarchically using the following priorities (highest to lowest) out of all the reported contributing factors in a crash that are listed in the Apparent Contributing Factors section of the UCR form. The top contributing factor may hide other important factors in the crash.

1. Alcohol/drug-involved
2. Pedestrian error
3. Disregarded traffic signal
4. Passed stop sign
5. Failed to yield right-of-way
6. Excessive speed
7. Speed too fast for conditions
8. Drove left of center
9. Following too closely
10. Made improper turn
11. Improper overtaking
12. Improper lane change
13. Improper backing
14. Traffic controls not functioning
15. Defective steering
16. Inadequate brakes
17. Defective tires
18. Other mechanical defect
19. Road defect
20. Avoid no contact –[with other] vehicle
21. Avoid no contact – other (pedestrian, animal, etc.)
22. Driverless moving vehicle
23. Vehicle skidded before applying brakes
24. Driver inattention (including cell phone/texting)
25. Other - no driver error
26. None

The top contributing factor *for each vehicle* is derived out of all the contributing factors reported for that vehicle using the same priorities.

Uniform Crash Report (UCR) – A statewide form, submitted by the many law enforcement agencies in the state to the NMDOT, for any crash incident on a public roadway involving one or more motor vehicles that resulted in death, personal injury, or at least $500 in property damage.

Urban – A town or a city with a population of 2,500 or more.

Vehicle – A motorized car, truck, bus, van, or motorcycle (mechanically or electrically powered) for carrying or transporting persons or things. Pedestrians and pedalcyclists are counted as non-motorized vehicles when in a crash with a motorized vehicle.

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2012 New Mexico Crash Facts

- 1 percent of crashes resulted in a **fatality**. (Table 1)
- 27 percent of crashes resulted in an **injury**. (Table 1)
- 15 percent of crashes were **hit and run** crashes. (Table 6)
- 61 percent of **pedestrians** killed in crashes were under the influence of **alcohol**. (Table 46)
- 5 percent of crashes and 42 percent of crash fatalities involved **alcohol**. (Table 62, Table 65)
- 12.2 percent of **unbelted** passenger vehicle occupants in crashes were killed compared with only 0.1 percent of **belted** passenger vehicle occupants in crashes. (Table 68)

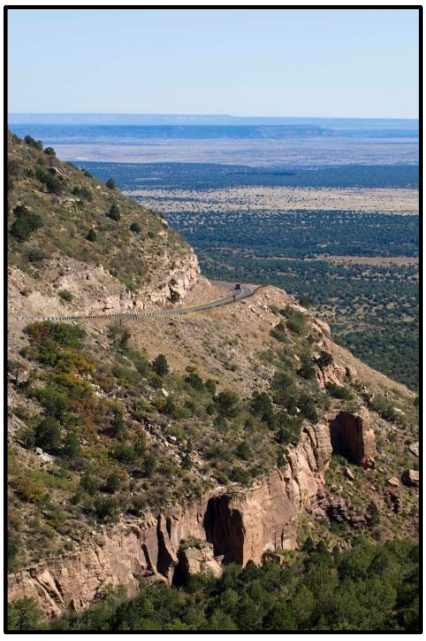
Top contributing factors to crashes:

- Driver inattention (23 percent)
- Failure to yield (12 percent)
- Following too closely (11 percent)

Top contributing factors to fatalities:

- Alcohol/Drug-involved (43 percent)
- Driver inattention (11 percent)
- Excessive speed (9 percent)

- In an average day in New Mexico, there were 113 crashes that involved 282 people, with 44 people injured and 1 person killed.



On average in New Mexico in 2012…

- A motor vehicle crash occurred every **13** minutes.
- A crash occurred in Bernalillo County every **32** minutes.
- A person was injured in a crash every **30** minutes.
- A distracted driver crash occurred every **hour**.
- An alcohol-involved crash occurred every **4** hours.
- A person was killed or injured in an alcohol-involved crash every **6** hours.
- A semi/large truck crash occurred every **4** hours.
- A motorcycle was involved in a crash every **7** hours.
- A bicyclist was hit by a vehicle every **24** hours.
- A pedestrian was hit by a vehicle every **24** hours.
- A person was killed in a crash every **24** hours.

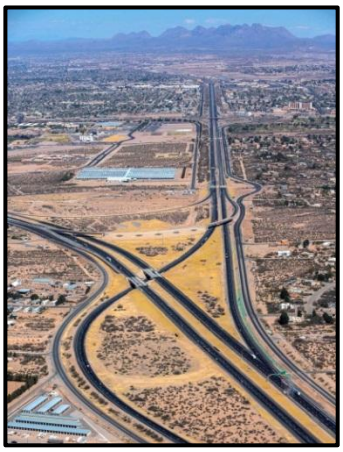
In 2012, there were 41,083 traffic crashes reported on public roadways in New Mexico. These crashes involved 103,030 people, with 16,205 people injured and 366 people killed.

Data showing improvements in New Mexico traffic safety in the last five years:

- The number of total crashes and total people in crashes has been declining over the last five years. (Table 1, Table 2)
- New Mexico crash rates and injury rates were below the national rates in 2011 and 2012, when analyzed using traffic volume. (Figure 1, Figure 4)
- Overall, alcohol-involved crashes have declined compared with five years ago. (Table 62)
- The motorcycle crash rate, based on either registered motorcycles or licensed motorcycle drivers in New Mexico, has been generally declining over the last five years. (Table 40)
- The number of teen drivers (15-19) in crashes, and their percentage out of all drivers in crashes, has decreased overall in the last five years. (Table 80)

Areas of known concern in New Mexico for 2012:

- The fatality rate, based on vehicle miles traveled, is higher than the national rate. (Figure 3)
- Alcohol-involved crashes represent 41.8 percent of all crash-related fatalities. (Table 65)
- 80.3 percent of motorcycle fatalities in crashes were not wearing a helmet. (Table 37)
- Driver Inattention, Failure To Yield, or Following Too Closely were the most frequent top contributing factors to crashes. (Table 4)
- Pedestrian fatalities in Bernalillo and San Juan Counties more than doubled from 2011 to 2012. (Table 95)
- 60.7 percent of crash-related pedestrian fatalities involved alcohol consumed by the pedestrian. (Table 46)
- The rate of New Mexico resident teen drivers (15-19) in crashes is almost three times higher than the statewide rate, based on licensed drivers in New Mexico. (Table 77, Table 79)
- Drivers 20-24 years of age have the highest rate of New Mexico resident alcohol-involved drivers in crashes, based on licensed drivers in New Mexico. (Table 67)



Crashes and Injuries Summary

- While the number of total crashes and total people in crashes has been declining, the percentage of fatal crashes and fatalities has changed relatively little from 2008 through 2012. (Table 1, Table 2)
- Crash-related fatalities decreased every year from 2008 to 2010 and increased in 2011 and 2012. (Table 2)

Table 1: Crashes by Year and Severity of Crash, 2008 - 2012[1]

Year	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	324	0.70%	13,303	28.6%	32,814	70.7%	46,441	100%
2009	319	0.69%	13,120	28.4%	32,717	70.9%	46,156	100%
2010	317	0.74%	12,593	29.4%	29,892	69.8%	42,802	100%
2011	306	0.71%	12,604	29.2%	30,317	70.1%	43,227	100%
2012	337	0.82%	11,018	26.8%	29,728	72.4%	41,083	100%

Table 2: People in Crashes by Year and Severity of Injury, 2008 - 2012[2]

Year	People in Crashes by Severity of Injury											
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	366	0.3%	1,940	1.7%	3,922	3.4%	13,568	11.8%	95,167	82.8%	114,963	100%
2009	361	0.3%	1,899	1.6%	3,995	3.4%	13,552	11.5%	97,601	83.1%	117,408	100%
2010	349	0.3%	1,922	1.7%	4,121	3.6%	12,935	11.4%	94,259	83.0%	113,586	100%
2011	351	0.3%	1,709	1.5%	4,146	3.7%	12,818	11.4%	93,766	83.1%	112,790	100%
2012	366	0.4%	1,624	1.6%	3,750	3.6%	10,831	10.5%	86,459	83.9%	103,030	100%

[1] See page xiii for definitions of a crash, fatal crash, injury crash, and a property damage only crash.

[2] See page xiii for definitions of types of injuries.

Rates

Changes in traffic volume, state population, licensed drivers, and registered vehicles affect the number of crashes that occur in any given year or place. Using rates instead of the absolute number of crashes enables statistical comparisons across geographies, time periods, and populations. Rates are a way of standardizing measurements to a common base (e.g., per 100 Million VMT or per 100,000 population) so the results can be directly comparable regardless of to whom, where, and when the event occurred. Below are examples of how rates are calculated using data from Table 1 and Table 2. Table 3 presents the denominators used in calculating different traffic crash rates. Depending on the context, crash rates can be expressed in any of the following ways: number of crashes per 100 Million Vehicle Miles Traveled (VMT), number of crashes per 100,000 people, number of drivers in crashes per 1,000 licensed drivers, or number of vehicles in crashes per 1,000 registered vehicles.

$$\textbf{\textit{Crash Rate}} = \frac{\textit{Crash Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{41,083 crashes in 2012}}{\text{257.85 100M VMT in 2012}} = \textbf{159 crashes per 100M VMT}$$

$$\textbf{\textit{Fatality Rate}} = \frac{\textit{Fatality Frequency in a Period}}{\textit{Exposure in Same Period}} = \frac{\text{366 fatalities in 2012}}{\text{257.85 100M VMT in 2012}} = \textbf{1.42 fatalities per 100M VMT}$$

Table 3: New Mexico Rate Denominators: Population, Vehicle Miles Traveled, Licensed Drivers, and Motor Vehicle Registrations, 2008 - 2012

Year	New Mexico Population[1,3] (U.S. Census, July 1st Estimates)	New Mexico Vehicle Miles Traveled (100M VMT)[2,3]	New Mexico Licensed Drivers[3]	New Mexico Motor Vehicle Registrations[3]
2008	2,010,662	246.13	1,407,193	1,616,947
2009	2,036,802	245.21	1,424,231	1,674,753
2010	2,064,982	241.77	1,442,737	1,665,882
2011	2,077,919	258.89	1,455,481	1,772,040
2012	2,083,540	257.85	1,493,766	1,805,790

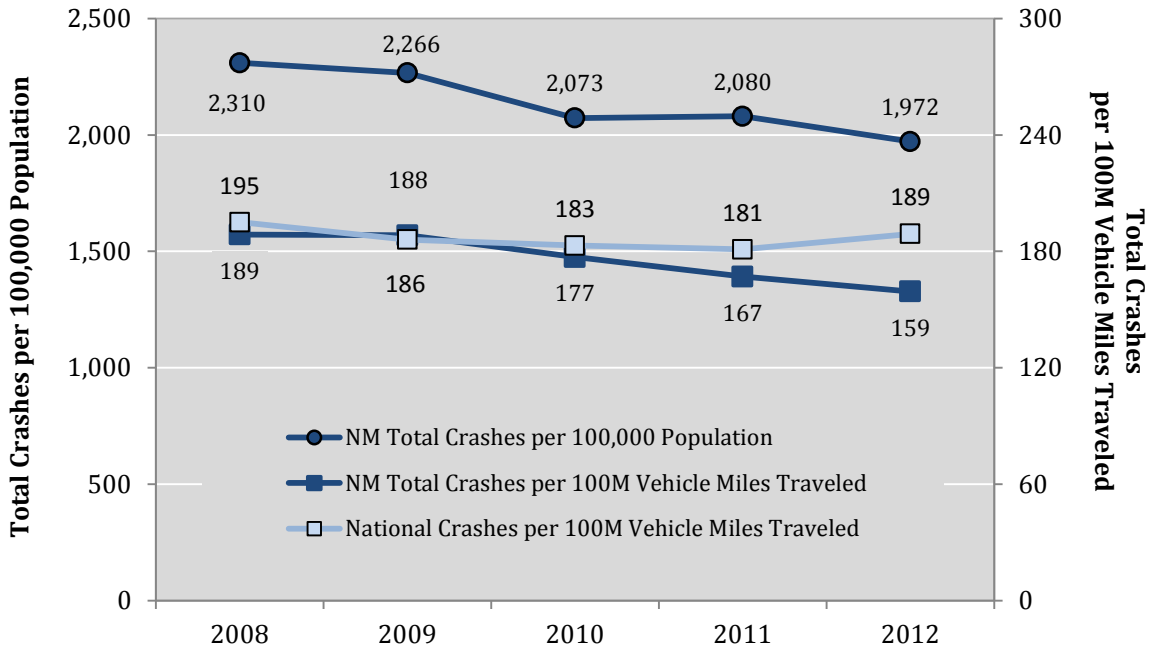
[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years.

[2] 100M VMT = 100 Million Vehicle Miles Traveled. The calculation method for VMT was revised by NMDOT beginning in 2011.

[3] Source information is in the Sources section at the end of this publication.

- Overall, there has been a significant reduction in the crash rate and injury rate over the last three years when analyzed using either population or traffic volume. (Figure 1, Figure 4)
- New Mexico crash rates and injury rates were below the national rates in 2011 and 2012 when analyzed using traffic volume. (Figure 1, Figure 4)
- Overall, New Mexico fatal crash rates and fatality rates were above the national rates over the last five years. (Figure 2, Figure 3)
- Both the New Mexico and national fatality rate decreased in 2011 and increased in 2012. (Figure 3)

Figure 1: Comparison of New Mexico[3] and National Crash Rates, 2008 - 2012[4]



[3] The calculation method for VMT was revised by NMDOT beginning in 2011.

[4] The numbers used in calculating rates can be found in Table 1, Table 2, and Table 3.

Figure 2: Comparison of New Mexico[5] and National[6] Fatal Crash Rates, 2008 - 2012

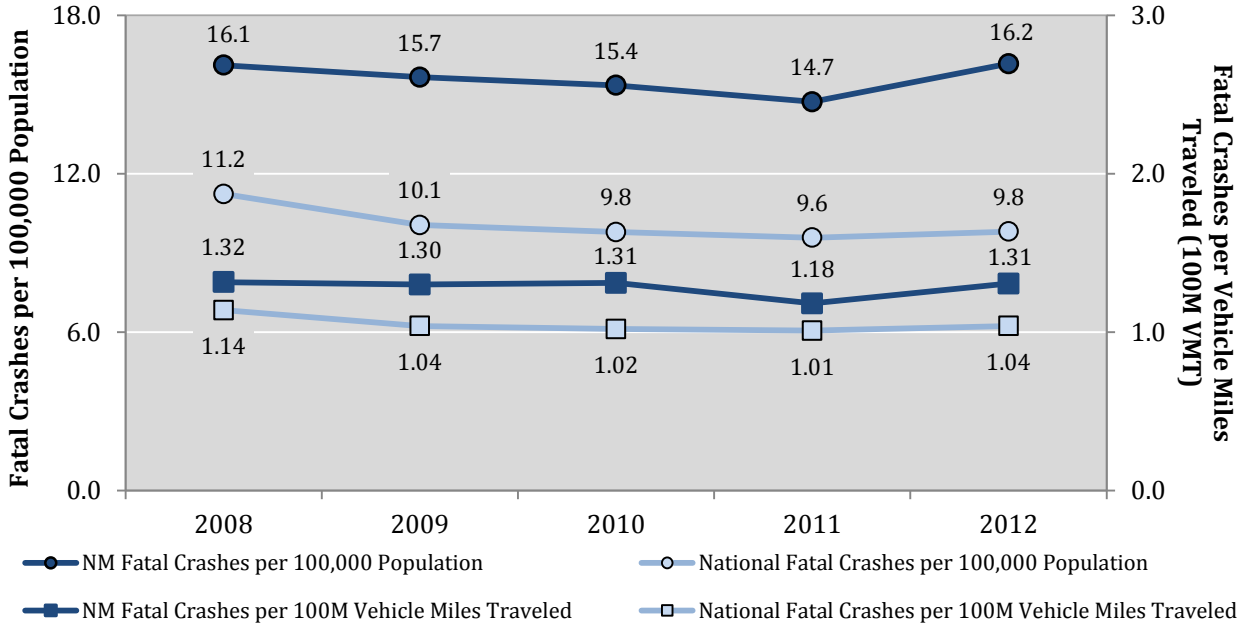
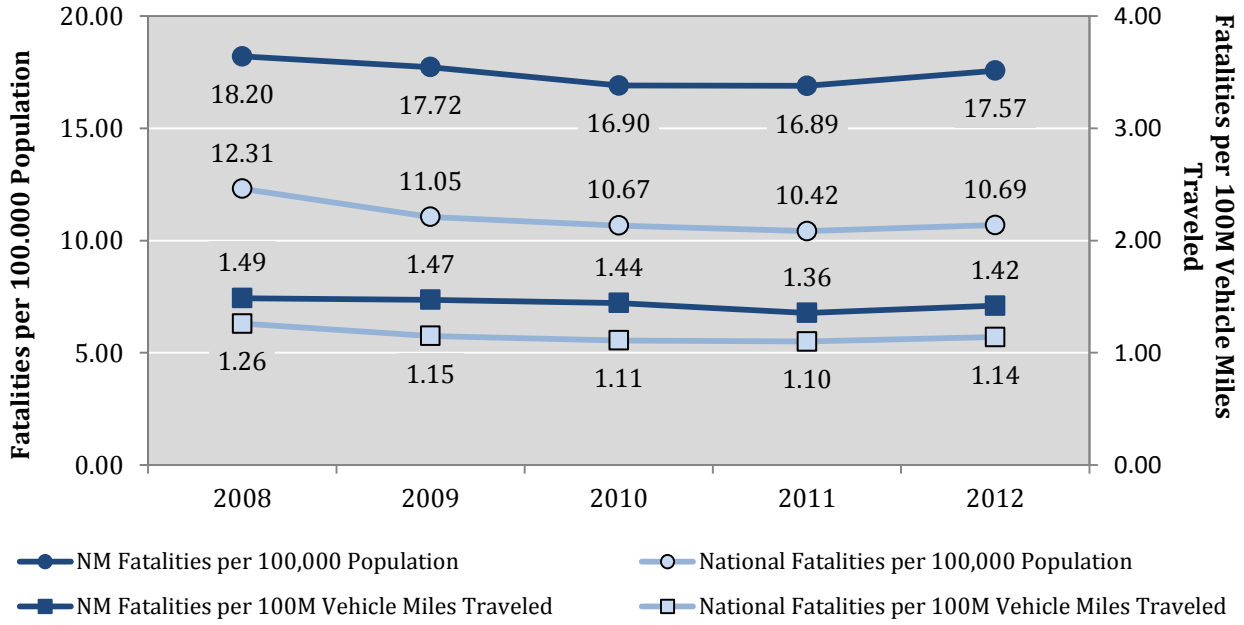


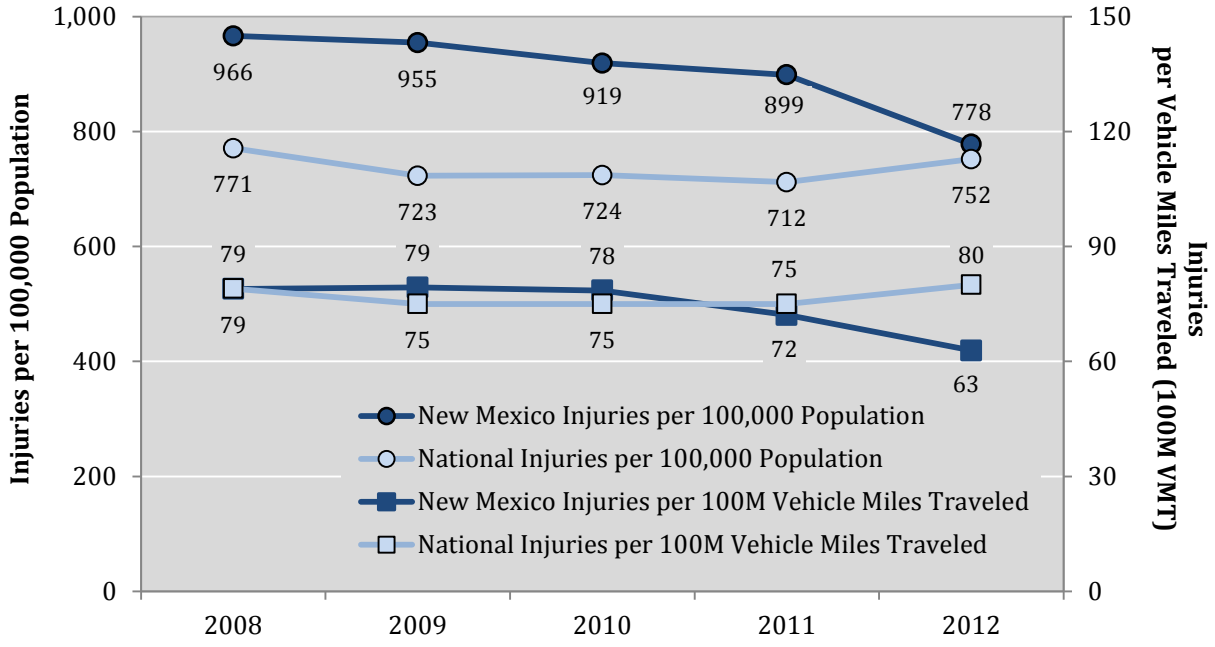
Figure 3: Comparison of New Mexico[5] and National[6] Fatality Crash Rates, 2008 - 2012

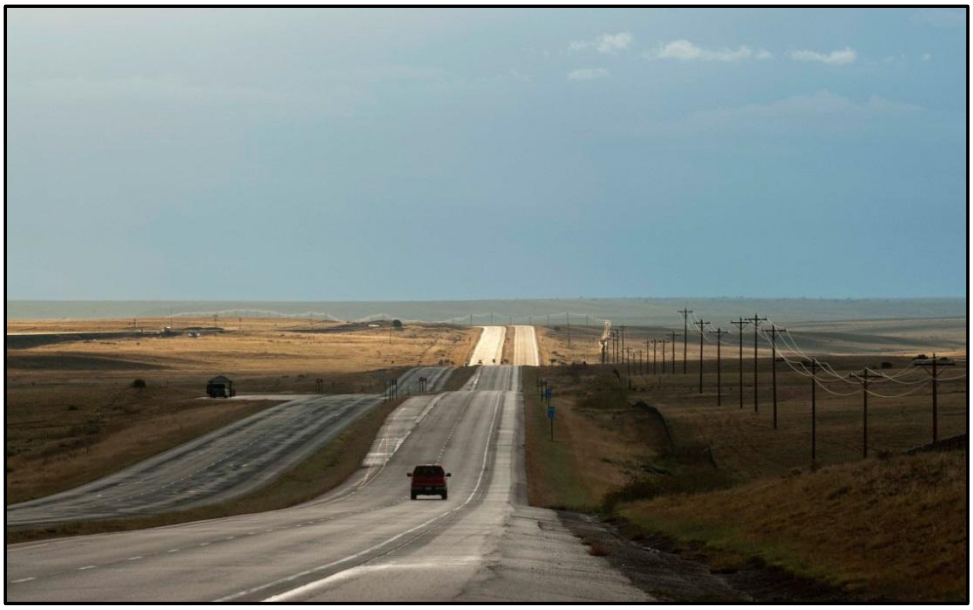


[5] The calculation method for VMT was revised by NMDOT beginning in 2011.

[6] Source information on national rates published by NHTSA is available in the Sources section of this report.

Figure 4: Comparison of New Mexico[7] and National[8] Injury Rates, 2008 - 2012





[7] The calculation method for VMT was revised by NMDOT beginning in 2011.

[8] Source information on national rates published by NHTSA is available in the Sources section of this report.

Crash Characteristics

Top Contributing Factors

This section contains data from the Apparent Contributing Factors section of the Uniform Crash Report form. The form provides the officer at the scene of the crash with the opportunity to record up to 33 contributing factors for each vehicle involved in a crash. In processing this data, the top contributing factor to the overall crash is derived hierarchically. For example, the top contributing factor to a crash where an alcohol-involved driver ran a red light and hit a speeding vehicle is "alcohol/drug-involved" based on the assumption that if alcohol or drugs had not been involved, the red-light running may not have occurred and the other vehicle, although speeding, might not have been involved. The top contributing factor may hide other important factors in the crash. The hierarchy used to derive top contributing factor is listed in the Definitions section on page xv.

Most Prevalent Top Contributing Factors to Crashes: (Table 4)

- Driver inattention (22.6 percent)
- Failed to yield right of way (12.5 percent)
- Following too closely (11.2 percent)

Most Prevalent Top Contributing Factors to Crash-related Fatalities: (Table 5)

- Alcohol/drug-involved (42.6 percent)
- Driver inattention (11.5 percent)
- Excessive speed (9.3 percent)

Crash Characteristics – Contributing Factors

Table 4: Severity of Crashes by Top Contributing Factor, 2012

Top Contributing Factor [1]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**313**	**92.9%**	**9,856**	**89.5%**	**23,897**	**80.4%**	**34,066**	**82.9%**
Driver Inattention	42	12.5%	2,515	22.8%	6,724	22.6%	9,281	22.6%
Failed to Yield Right of Way	24	7.1%	1,743	15.8%	3,360	11.3%	5,127	12.5%
Following Too Closely	1	0.3%	1,277	11.6%	3,326	11.2%	4,604	11.2%
Alcohol/Drug-involved[2]	142	42.1%	995	9.0%	1,313	4.4%	2,450	6.0%
Excessive Speed	31	9.2%	648	5.9%	1,146	3.9%	1,825	4.4%
Improper Backing	0	0.0%	77	0.7%	1,443	4.9%	1,520	3.7%
Disregarded Traffic Signal	5	1.5%	554	5.0%	835	2.8%	1,394	3.4%
Speed to Fast for Conditions	12	3.6%	380	3.4%	909	3.1%	1,301	3.2%
Made Improper Turn	4	1.2%	260	2.4%	1,004	3.4%	1,268	3.1%
Other Improper Driving	9	2.7%	297	2.7%	822	2.8%	1,128	2.7%
Avoid No Contact - Vehicle	7	2.1%	231	2.1%	587	2.0%	825	2.0%
Passed Stop Sign	5	1.5%	259	2.4%	501	1.7%	765	1.9%
Improper Lane Change	2	0.6%	113	1.0%	646	2.2%	761	1.9%
Drove Left of Center	12	3.6%	191	1.7%	456	1.5%	659	1.6%
Improper Overtaking	0	0.0%	66	0.6%	348	1.2%	414	1.0%
Avoid No Contact - Other	1	0.3%	106	1.0%	291	1.0%	398	1.0%
Pedestrian Error	14	4.2%	118	1.1%	55	0.2%	187	0.5%
Driverless Moving Vehicle	0	0.0%	9	0.1%	80	0.3%	89	0.2%
Vehicle Skidded Before Brake	2	0.6%	17	0.2%	51	0.2%	70	0.2%
Vehicle	**5**	**1.5%**	**260**	**2.4%**	**654**	**2.2%**	**919**	**2.2%**
Other Mechanical Defect	1	0.3%	100	0.9%	268	0.9%	369	0.9%
Defective Tires	4	1.2%	77	0.7%	173	0.6%	254	0.6%
Inadequate Brakes	0	0.0%	67	0.6%	152	0.5%	219	0.5%
Defective Steering	0	0.0%	16	0.1%	61	0.2%	77	0.2%
Environment	**0**	**0.0%**	**32**	**0.3%**	**66**	**0.2%**	**98**	**0.2%**
Road Defect	0	0.0%	30	0.3%	59	0.20%	89	0.22%
Traffic Control Not Functioning	0	0.0%	2	0.02%	7	0.02%	9	0.02%
Other	**19**	**5.6%**	**870**	**7.9%**	**5,111**	**17.2%**	**6,000**	**14.6%**
None	8	2.4%	456	4.1%	2,184	7.3%	2,648	6.4%
Missing Data	5	1.5%	117	1.1%	1,600	5.4%	1,722	4.2%
Other - No Driver Error	6	1.8%	297	2.7%	1,327	4.5%	1,630	4.0%
Total Crashes	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Crash Characteristics – Contributing Factors

Table 5: Severity of Injuries to People by Top Contributing Factor, 2012

Top Apparent Contributing Factor[1]	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**339**	**92.6%**	**1,460**	**89.9%**	**3,291**	**87.8%**	**9,845**	**90.9%**	**74,367**	**86.0%**	**89,302**	**86.7%**
Alcohol/Drug-involved[2]	156	42.6%	313	19.3%	567	15.1%	691	6.4%	3,761	4.4%	5,488	5.3%
Driver Inattention	42	11.5%	257	15.8%	732	19.5%	2,579	23.8%	20,413	23.6%	24,023	23.3%
Excessive Speed	34	9.3%	146	9.0%	321	8.6%	515	4.8%	2,947	3.4%	3,963	3.8%
Failed to Yield Right of Way	25	6.8%	217	13.4%	563	15.0%	1,897	17.5%	12,060	13.9%	14,762	14.3%
Pedestrian Error	14	3.8%	24	1.5%	54	1.4%	47	0.4%	302	0.3%	441	0.4%
Drove Left of Center	13	3.6%	58	3.6%	92	2.5%	156	1.4%	1,303	1.5%	1,622	1.6%
Speed to Fast for Conditions	12	3.3%	60	3.7%	175	4.7%	327	3.0%	2,331	2.7%	2,905	2.8%
Other Improper Driving	10	2.7%	48	3.0%	129	3.4%	235	2.2%	2,274	2.6%	2,696	2.6%
Avoid No Contact - Vehicle	8	2.2%	42	2.6%	71	1.9%	220	2.0%	1,678	1.9%	2,019	2.0%
Passed Stop Sign	7	1.9%	39	2.4%	98	2.6%	267	2.5%	1,699	2.0%	2,110	2.0%
Disgregarded Traffic Signal	5	1.4%	105	6.5%	158	4.2%	677	6.3%	3,103	3.6%	4,048	3.9%
Made Improper Turn	5	1.4%	42	2.6%	68	1.8%	279	2.6%	3,057	3.5%	3,451	3.3%
Vehicle Skidded Before Brake	3	0.8%	7	0.4%	7	0.2%	9	0.1%	136	0.2%	162	0.2%
Following Too Closely	2	0.5%	58	3.6%	151	4.0%	1,637	15.1%	11,911	13.8%	13,759	13.4%
Improper Lane Change	2	0.5%	13	0.8%	25	0.7%	103	1.0%	2,025	2.3%	2,168	2.1%
Avoid No Contact - Other	1	0.3%	15	0.9%	48	1.3%	76	0.7%	578	0.7%	718	0.7%
Driverless Moving Vehicle	0	0.0%	1	0.1%	6	0.2%	2	0.0%	146	0.2%	155	0.2%
Improper Overtaking	0	0.0%	9	0.6%	14	0.4%	58	0.5%	1,032	1.2%	1,113	1.1%
Improper Backing	0	0.0%	6	0.4%	12	0.3%	70	0.6%	3,611	4.2%	3,699	3.6%
Vehicle	**6**	**1.6%**	**43**	**2.6%**	**131**	**3.5%**	**223**	**2.1%**	**1,839**	**2.1%**	**2,242**	**2.2%**
Defective Tires	5	1.4%	26	1.6%	60	1.6%	49	0.5%	423	0.5%	563	0.5%
Other Mechanical Defect	1	0.3%	11	0.7%	47	1.3%	80	0.7%	739	0.9%	878	0.9%
Inadequate Brakes	0	0.0%	5	0.3%	15	0.4%	81	0.7%	549	0.6%	650	0.6%
Defective Steering	0	0.0%	1	0.1%	9	0.2%	13	0.1%	128	0.1%	151	0.1%
Environment	**0**	**0.0%**	**4**	**0.2%**	**15**	**0.4%**	**28**	**0.3%**	**129**	**0.1%**	**176**	**0.2%**
Traffic Control Not Functioning	0	0.0%	0	0.0%	1	0.0%	2	0.0%	18	0.0%	21	0.0%
Road Defect	0	0.0%	4	0.2%	14	0.4%	26	0.2%	111	0.1%	155	0.2%
Other[3]	**21**	**5.7%**	**117**	**7.2%**	**313**	**8.3%**	**735**	**6.8%**	**10,124**	**11.7%**	**11,310**	**11.0%**
None	10	2.7%	50	3.1%	134	3.6%	420	3.9%	4,535	5.2%	5,149	5.0%
Other - No Driver Error	6	1.6%	49	3.0%	139	3.7%	211	1.9%	2,634	3.0%	3,039	2.9%
Missing Data	5	1.4%	18	1.1%	40	1.1%	104	1.0%	2,955	3.4%	3,122	3.0%
Total People	366	100%	1,624	100%	3,750	100%	10,831	100%	86,459	100%	103,030	100%

[1] See the Definitions section for the method of deriving the top apparent contributing factor.

[2] Alcohol/Drug-involved is a combination of the Apparent Contributing Factors Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Hit and Run

- Hit and run crashes accounted for 14.6 percent of all crashes reported in 2012. (Table 6)
- In 2012, hit and run crashes accounted for 15 fatal and 829 injury crashes, although most hit and run crashes (85.9 percent) were property damage only crashes. (Table 6)

Table 6: Hit and Run Crashes by Crash Severity, 2008 - 2012

Year	Hit and Run Crashes								Total Crashes	Percent Hit and Run
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		All Hit and Run Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
2008	6	0.1%	1,008	15.1%	5,643	84.8%	6,657	100%	46,441	14.3%
2009	3	0.0%	923	15.2%	5,145	84.7%	6,071	100%	46,156	13.2%
2010	13	0.2%	899	15.7%	4,820	84.1%	5,732	100%	42,802	13.4%
2011	3	0.0%	1,009	15.8%	5,362	84.1%	6,374	100%	43,227	14.7%
2012	15	0.25%	829	13.8%	5,146	85.9%	5,990	100%	41,083	14.6%

Table 7: Severity of Injuries to People in Hit and Run Crashes, 2008 - 2012

Year	Severity of Injuries in Hit and Run Crashes						People in All Crashes	Percent Hit and Run
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People		
2008	6	81	237	987	13,133	14,444	114,963	12.6%
2009	3	81	237	909	12,551	13,781	117,408	11.7%
2010	14	74	239	863	12,425	13,615	113,586	12.0%
2011	3	70	289	994	13,423	14,779	112,790	13.1%
2012	16	79	206	812	11,791	12,904	103,030	12.5%

Crash Classification

Crash classification (a.k.a. Class) describes the first harmful event in a crash, such as hitting a fixed object, animal or pedestrian. For example, if a vehicle struck a light pole the responding officer would classify the crash as "Fixed Object". If a vehicle rear-ended another vehicle, the crash classification would be "Other Vehicle". Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

- In 2012, the most common crash classification was "Other Vehicle," representing 65.8 percent of total crashes. (Table 8)
- Among fatal crashes, the most common crash classifications were "Overturn" (34.4 percent) and "Other Vehicle" (31.5 percent). (Table 8)
- Fully 44 percent of all overturn/rollover crashes were reported as occurring on the right side of the road. (Table 11)
- Over 60 percent of crashes involving animals were with large animals: Deer (39.3 percent), Elk (11.5 percent), Cow (9.3 percent), Horse (2.5 percent), Antelope (0.7 percent), and Bear (0.7 percent). (Table 12)

Table 8: Crashes by Crash Classification and Crash Severity, 2012

Crash Classification	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	106	31.5%	7,438	67.5%	19,497	65.6%	27,041	65.8%
Fixed Object	33	9.8%	961	8.7%	3,128	10.5%	4,122	10.0%
Parked Vehicle	1	0.3%	117	1.1%	2,523	8.5%	2,641	6.4%
Overturn	116	34.4%	1,194	10.8%	832	2.8%	2,142	5.2%
Animal	3	0.9%	137	1.2%	1,221	4.1%	1,361	3.3%
Other Object	1	0.3%	153	1.4%	802	2.7%	956	2.3%
Other (Non-Collision)	7	2.1%	253	2.3%	475	1.6%	735	1.8%
Pedestrian	57	16.9%	344	3.1%	77	0.3%	478	1.2%
Pedalcyclist	7	2.1%	261	2.4%	115	0.4%	383	0.9%
Vehicle on Other Road	5	1.5%	71	0.6%	184	0.6%	260	0.6%
Railroad Train	0	0.0%	5	0.0%	9	0.0%	14	0.0%
Missing Data	1	0.3%	84	0.8%	865	2.9%	950	2.3%
Total	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

Crash Characteristics – Crash Classification

Table 9: People in Crashes by Crash Classification[9] and Severity of Injury, 2012

Crash Classification	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	119	32.5%	890	54.8%	1,799	48.0%	8,799	81.2%	66,634	77.1%	78,241	75.9%
Fixed Object	36	9.8%	160	9.9%	468	12.5%	538	5.0%	4,604	5.3%	5,806	5.6%
Parked Vehicle	1	0.3%	16	1.0%	48	1.3%	83	0.8%	5,265	6.1%	5,413	5.3%
Overturn	124	33.9%	359	22.1%	878	23.4%	619	5.7%	1,738	2.0%	3,718	3.6%
Animal	3	0.8%	19	1.2%	48	1.3%	103	1.0%	2,023	2.3%	2,196	2.1%
Other Object	1	0.3%	11	0.7%	71	1.9%	109	1.0%	1,557	1.8%	1,749	1.7%
Non-Collision	7	1.9%	46	2.8%	126	3.4%	121	1.1%	952	1.1%	1,252	1.2%
Pedestrian	58	15.8%	66	4.1%	142	3.8%	166	1.5%	669	0.8%	1,101	1.1%
Pedalcyclist	7	1.9%	31	1.9%	115	3.1%	121	1.1%	569	0.7%	843	0.8%
Veh. on other Rd	9	2.5%	8	0.5%	27	0.7%	94	0.9%	543	0.6%	681	0.7%
Railroad Train	0	0.0%	3	0.2%	2	0.1%	2	0.0%	29	0.0%	36	0.0%
Missing Data	1	0.3%	15	0.9%	26	0.7%	76	0.7%	1,876	2.2%	1,994	1.9%
Total People	366	100.0%	1,624	100.0%	3,750	100.0%	10,831	100.0%	86,459	100.0%	103,030	100.0%

Table 10: Crashes by Crash Classification[9], 2008 - 2012

Crash Classification	Crashes					Percentage of Total Crashes by Year				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
Other Vehicle	31,662	31,143	29,516	28,874	27,041	68.2%	67.5%	69.0%	66.8%	65.8%
Fixed Object	5,371	5,324	4,933	5,590	4,122	11.6%	11.5%	11.5%	12.9%	10.0%
Parked Vehicle	3,683	3,432	2,755	3,129	2,641	7.9%	7.4%	6.4%	7.2%	6.4%
Overturn	2,381	2,488	2,390	2,258	2,142	5.1%	5.4%	5.6%	5.2%	5.2%
Animal	1,400	1,558	1,322	1,459	1,361	3.0%	3.4%	3.1%	3.4%	3.3%
Other (Object)	414	496	423	475	956	0.9%	1.1%	1.0%	1.1%	2.3%
Other (Non-Collision)	607	775	658	644	735	1.3%	1.7%	1.5%	1.5%	1.8%
Pedestrian	474	488	392	400	478	1.0%	1.1%	0.9%	0.9%	1.2%
Pedalcyclist	380	349	340	331	383	0.8%	0.8%	0.8%	0.8%	0.9%
Vehicle on Other Road	64	93	62	61	260	0.1%	0.2%	0.1%	0.1%	0.6%
Railroad Train	5	10	11	6	14	0.0%	0.0%	0.0%	0.0%	0.0%
Missing Data	0	0	0	0	950	0.0%	0.0%	0.0%	0.0%	2.3%
Total Crashes	46,441	46,156	42,802	43,227	41,083	100.0%	100.0%	100.0%	100.0%	100.0%

[9] Crash Classification is a description of the first harmful event in a crash and may not reflect other important events. For example, a crash where a vehicle overturned and then hit a pedestrian might be classified as "Overturn" and not "Pedestrian."

Table 11: Classification of Rollover/Overturn Crashes by Crash Severity, 2012[10]

Rollover/ Overturn Crash Location	Severity of Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Right Side of Road	47	41.2%	492	44.7%	321	43.6%	860	44.1%
Left Side of Road	33	28.9%	283	25.7%	206	28.0%	522	26.8%
On the Road	13	11.4%	176	16.0%	81	11.0%	270	13.8%
Missing Data	21	18.4%	150	13.6%	128	17.4%	299	15.3%
Total	114	100.0%	1,101	100.0%	736	100.0%	1,951	100.0%

Table 12: Classification of Crashes involving Animals by Crash Severity, 2012[10]

Animal Crash	Severity of Crashes						Total Crashes	
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Deer	0	0.0%	37	27.8%	489	40.7%	526	39.3%
Elk	1	33.3%	24	18.0%	129	10.7%	154	11.5%
Cow	0	0.0%	22	16.5%	102	8.5%	124	9.3%
Domestic Animal	1	33.3%	9	6.8%	85	7.1%	95	7.1%
Dog	0	0.0%	6	4.5%	63	5.2%	69	5.2%
Horse	0	0.0%	8	6.0%	25	2.1%	33	2.5%
Coyote	0	0.0%	1	0.8%	27	2.2%	28	2.1%
Game Animal	1	33.3%	2	1.5%	20	1.7%	23	1.7%
Other Animal	0	0.0%	0	0.0%	18	1.5%	18	1.3%
Antelope	0	0.0%	2	1.5%	8	0.7%	10	0.7%
Bear	0	0.0%	0	0.0%	10	0.8%	10	0.7%
Bird	0	0.0%	2	1.5%	5	0.4%	7	0.5%
Porcupine	0	0.0%	0	0.0%	2	0.2%	2	0.1%
Sheep	0	0.0%	0	0.0%	2	0.2%	2	0.1%
Pig	0	0.0%	0	0.0%	2	0.2%	2	0.1%
Cat	0	0.0%	0	0.0%	1	0.1%	1	0.1%
Crow	0	0.0%	1	0.8%	0	0.0%	1	0.1%
Missing Data	0	0.0%	19	14.3%	214	17.8%	233	17.4%
Total	3	100.0%	133	100.0%	1,202	100.0%	1,338	100.0%

[10] Crash classification can be further broken down using subcategories reported on the UCR form.

Speeding

The Uniform Crash Report (UCR) allows the officer at the scene of the crash to record two types of speed-related contributing factors – Excessive Speed and Too Fast for Conditions (together known as speeding). Too Fast for Conditions is when a vehicle is traveling below the speed limit but above a safe speed due to road conditions (e.g. ice or night driving).

- The percentage of crashes in which speeding was the most prevalent top contributing factor remained fairly consistent from 2008 through 2011 and saw a decrease in 2012. (Table 13)
- In 2012, crashes with speeding as the most prevalent top contributing factor were 7.6 percent of all crashes. (Table 4, Table 13)
- Most crashes in which speeding was the prevalent top contributing factor (65.7 percent) resulted in property damage only. (Table 14)

Table 13: Crashes with Speeding as the Top Contributing Factor, 2008 - 2012

Year	Speeding Crashes[1]	Total Crashes	Percent of Total Crashes
2008	4,605	46,440	9.9%
2009	4,668	46,156	10.1%
2010	4,274	42,802	10.0%
2011	4,202	43,227	9.7%
2012	3,126	41,083	7.6%

[1] Crashes where the Top Contributing Factor to the Crash was either Excessive Speed or Too Fast for Conditions.

Table 14: Crashes with Speeding as the Top Contributing Factor by Crash Severity, 2012

Top Contributing Factor to Crash	Crashes with Speeding as the Top Contributing Factor							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Excessive Speed	31	1.7%	648	35.5%	1,146	62.8%	1,825	100.0%
Too Fast For Conditions	12	0.9%	380	29.2%	909	69.9%	1,301	100.0%
Total	43	1.4%	1,028	32.9%	2,055	65.7%	3,126	100.0%

Drivers with Speeding as a Contributing Factor

At the scene of a crash, an officer can record up to 33 contributing factors for each driver involved in the crash. This section counts the number of drivers (vehicles) in crashes where speeding was, at least, one of the contributing factors.

- The percentage of drivers in crashes in which speeding was a contributing factor remained fairly consistent from 2008 through 2011 and saw a decrease in 2012. (Table 15)
- In general, the percentage of drivers in crashes where speeding was listed as a contributing factor remained unchanged from 2008 through 2011 and decreased slightly in 2012. The low number in 2012 corresponded to an overall lower number of total crashes. (Table 15)
- The number of speeding drivers in crashes continued to decrease from 2010 to 2012. (Table 15)
- Speeding as a contributing factor in a crash decreases with age of the driver. The older the driver in a crash, the less likely speeding was reported as a contributing factor. (Table 16, Figure 5)
- One-third of speeding drivers in crashes were below age 25. (Table 16)

Table 15: Speeding Drivers as a Contributing Factor in Crashes, 2008 - 2012

Year	Speeding Drivers[1] in Crashes	Total Drivers in Crashes	Percent
2008	6,421	86,305	7.4%
2009	6,465	85,424	7.6%
2010	5,843	79,367	7.4%
2011	5,810	79,723	7.3%
2012	4,440	74,827	5.9%

[1] Drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

Table 16: Speeding Drivers in Crashes by Age Group and Sex, 2012

Age Group[1]	Speeding Drivers[2] in Crashes				Percentage of Speeding Drivers in each Age Group by Sex[4]			Ratio Male to Female
	Males	Females	Missing Data[3]	Total	Males	Females	Total	
15-19	478	249	16	743	19.0%	22.1%	16.8%	1.9
20-24	553	215	13	781	22.0%	19.1%	17.7%	2.6
25-29	345	155	9	509	13.7%	13.8%	11.5%	2.2
30-34	258	104	10	372	10.3%	9.2%	8.4%	2.5
35-39	180	65	5	250	7.2%	5.8%	5.7%	2.8
40-44	154	75	5	234	6.1%	6.7%	5.3%	2.1
45-49	113	73	9	195	4.5%	6.5%	4.4%	1.5
50-54	125	57	2	184	5.0%	5.1%	4.2%	2.2
55-59	90	39	4	133	3.6%	3.5%	3.0%	2.3
60-64	65	28	4	97	2.6%	2.5%	2.2%	2.3
65-69	34	19	1	54	1.4%	1.7%	1.2%	1.8
70-74	18	12	1	31	0.7%	1.1%	0.7%	1.5
75+	35	12	2	49	1.4%	1.1%	1.1%	2.9
Missing Data[3]	67	23	694	784	2.7%	2.0%	17.8%	2.9
Total	2,515	1,126	775	4,416	100.0%	100.0%	100.0%	2.2

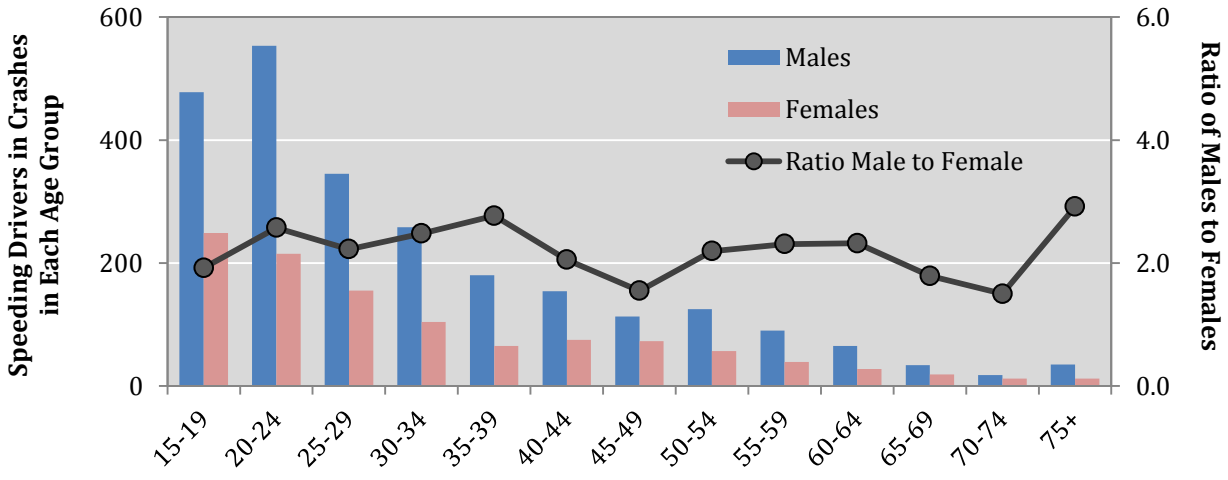
[1] Does not include drivers where age is less than 15.

[2] Speeding Drivers are drivers with at least one contributing factor of either Excessive Speed or Too Fast for Conditions. Drivers with both are counted only once.

[3] Age and sex data may be missing for multiple reasons such as in hit and run situations or self-reported crashes (a person in a crash filed a station report).

[4] For reference, 19.0% (478 out of 2,515) of speeding male drivers were in the 15 to 19 age range.

Figure 5: Percentage of Speeding Drivers in Crashes by Age Group and Sex, 2012



Hour and Day of Week

Additional data on Hour and Day of Week are also available in Appendix A (page 84).

- The number of fatal crashes is highest on Friday, Saturday and Sunday. (Table 17)
- The number of total crashes is lowest on Saturday and Sunday, but highest on Friday. (Table 17, Table 19)
- Regardless of crash severity, the number of alcohol-involved crashes is highest on weekends (Friday, Saturday and Sunday). (Table 18, Table 21)
- The total number of crashes is highest between the hours of 3 p.m. and 6 p.m. (Figure 6)
- The peak of alcohol-involved crashes occurs between 7 p.m. and 12 a.m. but there is a dramatic increase by 4 p.m. that is sustained at high levels until 2 a.m. (Figure 7)
- No matter the day of the week, the highest number crashes occurred between the hours of noon and 6 p.m. (Table 19)
- About a quarter of alcohol-involved crashes on Saturdays and Sundays occur between midnight and 3 a.m. (Table 21)
- Regardless of crash severity, alcohol-involved crashes occur primarily between 6 p.m. and 3 a.m. During the past five years, however, the number of alcohol-involved crashes during these hours has been decreasing. (Table 22, Table 23)

Table 17: Crashes by Day of the Week and Crash Severity, 2012

Day of the Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	48	14.2%	1,152	10.5%	2,890	9.7%	4,090	10.0%
Monday	38	11.3%	1,600	14.5%	4,437	14.9%	6,075	14.8%
Tuesday	41	12.2%	1,544	14.0%	4,471	15.0%	6,056	14.7%
Wednesday	45	13.4%	1,732	15.7%	4,670	15.7%	6,447	15.7%
Thursday	41	12.2%	1,605	14.6%	4,391	14.8%	6,037	14.7%
Friday	58	17.2%	1,927	17.5%	5,264	17.7%	7,249	17.6%
Saturday	66	19.6%	1,458	13.2%	3,605	12.1%	5,129	12.5%
Total	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

Table 18: Alcohol-involved Crashes by Day of the Week and Crash Severity, 2012

Day of the Week	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Sunday	26	18.7%	168	19.2%	217	18.7%	411	18.9%
Monday	17	12.2%	82	9.4%	110	9.5%	209	9.6%
Tuesday	12	8.6%	91	10.4%	102	8.8%	205	9.4%
Wednesday	16	11.5%	86	9.8%	122	10.5%	224	10.3%
Thursday	14	10.1%	102	11.7%	149	12.8%	265	12.2%
Friday	22	15.8%	119	13.6%	202	17.4%	343	15.8%
Saturday	32	23.0%	226	25.9%	261	22.4%	519	23.9%
Total	139	100.0%	874	100.0%	1,163	100.0%	2,176	100.0%

Figure 6: Crashes by Hour of the Day, 2012

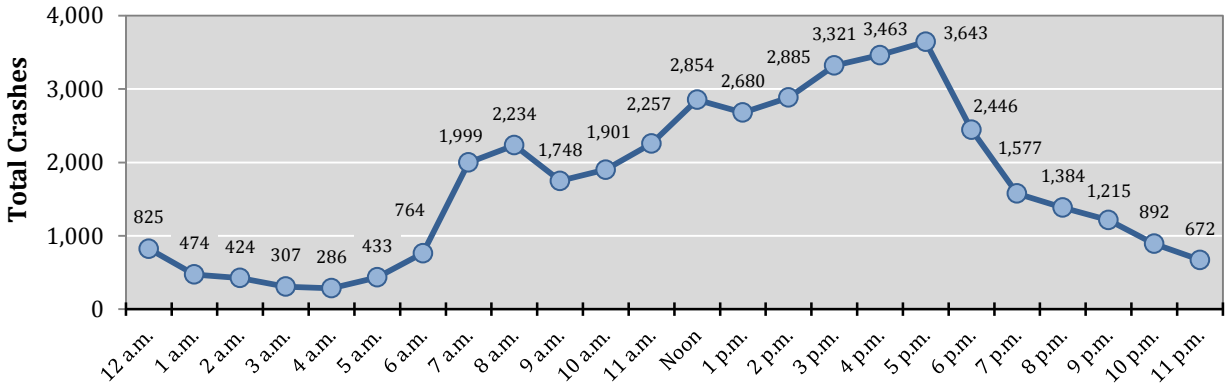
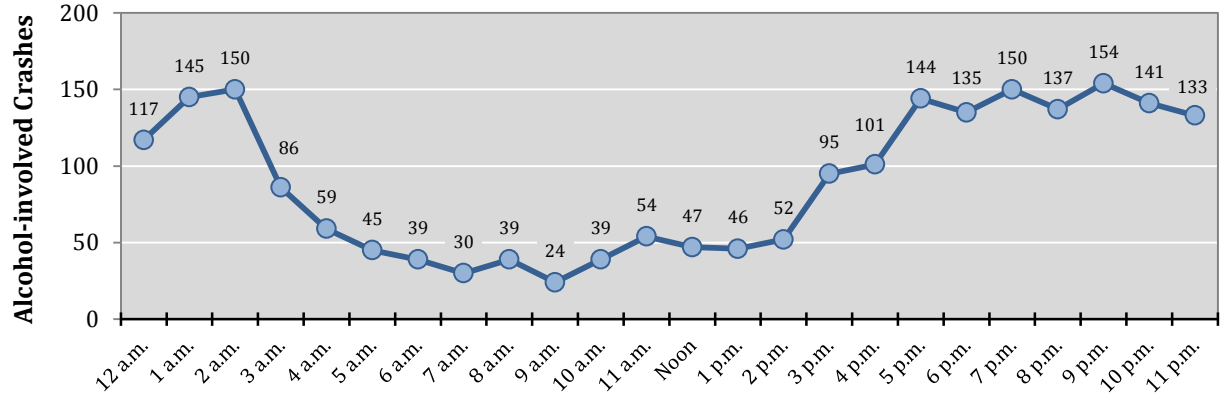


Figure 7: Alcohol-involved Crashes by Hour of the Day, 2012



Crash Characteristics – Hour and Day

Table 19: Crashes by Hour and Day of Week, 2012

Hour[1]	Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	152	116	107	109	107	99	135	825
1 a.m.	141	36	50	39	44	61	103	474
2 a.m.	122	36	36	40	46	38	106	424
3 a.m.	86	25	23	32	29	44	68	307
4 a.m.	75	32	27	27	32	39	54	286
5 a.m.	72	70	62	51	50	55	73	433
6 a.m.	75	145	110	99	133	109	93	764
7 a.m.	125	374	360	367	345	321	107	1,999
8 a.m.	127	397	375	427	350	373	185	2,234
9 a.m.	126	303	284	268	259	316	192	1,748
10 a.m.	174	301	285	289	271	317	264	1,901
11 a.m.	202	319	363	324	340	394	315	2,257
Noon	246	453	396	423	415	567	354	2,854
1 p.m.	237	391	372	432	384	505	359	2,680
2 p.m.	275	425	425	498	408	510	344	2,885
3 p.m.	269	453	524	580	480	677	338	3,321
4 p.m.	301	545	561	554	524	654	324	3,463
5 p.m.	242	553	601	681	594	625	347	3,643
6 p.m.	261	343	356	369	355	436	326	2,446
7 p.m.	203	219	201	220	242	279	213	1,577
8 p.m.	183	171	194	180	209	217	230	1,384
9 p.m.	138	148	147	180	159	216	227	1,215
10 p.m.	133	94	88	104	106	198	169	892
11 p.m.	86	63	52	89	87	142	153	672
Missing Data	39	63	57	65	68	57	50	399
Total	4,090	6,075	6,056	6,447	6,037	7,249	5,129	41,083

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Table 20: Crashes by Hour and Crash Severity, 2012

Hour	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	35	10.4%	405	3.7%	1,283	4.3%	1,723	4.2%
3 - 6 a.m.	22	6.5%	272	2.5%	732	2.5%	1,026	2.5%
6 - 9 a.m.	31	9.2%	1,302	11.8%	3,664	12.3%	4,997	12.2%
9 a.m. - Noon	54	16.0%	1,536	13.9%	4,316	14.5%	5,906	14.4%
12 - 3 p.m.	33	9.8%	2,339	21.2%	6,047	20.3%	8,419	20.5%
3 - 6 p.m.	61	18.1%	2,880	26.1%	7,486	25.2%	10,427	25.4%
6 - 9 p.m.	54	16.0%	1,474	13.4%	3,879	13.0%	5,407	13.2%
9 p.m. -12 a.m.	47	13.9%	767	7.0%	1,965	6.6%	2,779	6.8%
Missing Data	0	0.0%	43	0.4%	356	1.2%	399	1.0%
Total	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Table 21: Alcohol-involved Crashes by Hour and Day of Week, 2012

Hour[1]	Alcohol-involved Crashes[2]							Total by Hour
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	
Midnight	30	12	10	13	17	8	27	117
1 a.m.	44	7	10	10	17	18	39	145
2 a.m.	53	5	8	7	12	16	49	150
3 a.m.	36	3	1	8	8	6	24	86
4 a.m.	19	1	6	2	3	10	18	59
5 a.m.	10	2	4	4	6	5	14	45
6 a.m.	7	5	3	2	5	6	11	39
7 a.m.	8	4	3	2	3	3	7	30
8 a.m.	7	4	6	2	4	8	8	39
9 a.m.	1	2	5	4	5	3	4	24
10 a.m.	4	3	6	3	6	7	10	39
11 a.m.	8	7	5	6	9	12	7	54
Noon	5	2	6	7	9	7	11	47
1 p.m.	5	7	6	9	2	13	4	46
2 p.m.	10	5	6	6	7	3	15	52
3 p.m.	13	10	11	11	13	17	20	95
4 p.m.	19	19	7	8	16	13	19	101
5 p.m.	18	19	15	21	19	25	27	144
6 p.m.	22	18	13	12	13	21	36	135
7 p.m.	21	20	15	16	19	29	30	150
8 p.m.	23	11	20	15	15	23	30	137
9 p.m.	13	18	18	21	22	27	35	154
10 p.m.	19	9	16	18	16	35	28	141
11 p.m.	16	13	3	16	18	26	41	133
Missing Data	0	3	2	1	1	2	5	14
Total	411	209	205	224	265	343	519	2,176

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Table 22: Alcohol-involved Crashes by Hour and Crash Severity, 2012

Hour	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12 - 3 a.m.	21	15.1%	143	16.4%	248	21.3%	412	18.9%
3 - 6 a.m.	13	9.4%	69	7.9%	108	9.3%	190	8.7%
6 - 9 a.m.	12	8.6%	40	4.6%	56	4.8%	108	5.0%
9 a.m. - Noon	8	5.8%	53	6.1%	56	4.8%	117	5.4%
12 - 3 p.m.	5	3.6%	78	8.9%	62	5.3%	145	6.7%
3 - 6 p.m.	22	15.8%	145	16.6%	173	14.9%	340	15.6%
6 - 9 p.m.	30	21.6%	166	19.0%	226	19.4%	422	19.4%
9 p.m. -12 a.m.	28	20.1%	177	20.3%	223	19.2%	428	19.7%
Missing Data	0	0.0%	3	0.3%	11	0.9%	14	0.6%
Total	139	100.0%	874	100.0%	1,163	100.0%	2,176	100.0%

For reference, crashes from 3-6 a.m. are from 3 a.m. to 5:59 a.m.

Crash Characteristics – Hour and Day

Table 23: Alcohol-involved Crashes by Hour, 2008 - 2012

Hour[1]	Alcohol-involved Crashes[2]				
	2008	2009	2010	2011	2012
Midnight	203	180	135	170	117
1 a.m.	177	191	125	145	145
2 a.m.	163	160	141	140	150
3 a.m.	103	90	80	101	86
4 a.m.	49	64	52	64	59
5 a.m.	49	39	41	40	45
6 a.m.	39	44	35	44	39
7 a.m.	38	37	23	41	30
8 a.m.	30	31	25	23	39
9 a.m.	27	35	24	29	24
10 a.m.	23	29	27	26	39
11 a.m.	50	36	34	39	54
Noon	64	55	50	45	47
1 p.m.	58	72	57	64	46
2 p.m.	73	73	73	60	52
3 p.m.	83	112	96	84	95
4 p.m.	130	133	95	118	101
5 p.m.	182	160	149	139	144
6 p.m.	171	171	160	131	135
7 p.m.	176	200	162	183	150
8 p.m.	171	205	148	171	137
9 p.m.	176	187	158	151	154
10 p.m.	181	198	141	167	141
11 p.m.	183	196	131	145	133
Missing Data	0	0	0	0	14
Total	2,599	2,698	2,162	2,320	2,176

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Holidays

This section compares holiday periods to identify whether any holiday periods have a higher incidence of crashes, fatalities, or alcohol involvement compared with other holidays. Because holiday periods can span a different numbers of days, rates are used to compare holiday periods.

Compared with other holiday periods in 2012…

- The Memorial Day and 4th of July holiday periods had the highest rates of alcohol-involved crashes per day. (Table 24)
- The Halloween and Veteran's Day holiday periods had the highest rates of crashes per day, while the New Year and Easter holiday periods had the highest rate of fatalities per day. (Table 24)

Table 24: Holiday Crashes and Fatalities, 2012[11]

Holiday	Length of Holiday			Crashes				Fatalities			
	Days	Start Date (6PM)	End Date (6AM)	Total Crashes	Crashes per day	Alcohol-involved		Total Fatalities	Fatalities per day	Alcohol-involved	
						Crashes	per day			Fatalities	per day
New Year's	3.5	Fri, 12-30-11	Tue, 01-03-12	262	**74.9**	27	**7.7**	8	**2.3**	8	**2.3**
MLK Day	3.5	Fri, 01-13-12	Tue, 01-17-12	307	**87.7**	20	**5.7**	1	**0.3**	0	**0.0**
Superbowl	1.5	Sat, 02-04-12	Mon, 02-06-12	86	**57.3**	9	**6.0**	1	**0.7**	1	**0.7**
Presidents' Day	3.5	Fri, 02-17-12	Tue, 02-21-12	191	**54.6**	13	**3.7**	1	**0.3**	1	**0.3**
St. Patrick's Day	2.5	Fri, 03-16-12	Mon, 03-19-12	127	**50.8**	12	**4.8**	2	**0.8**	2	**0.8**
Easter	2.5	Fri, 04-06-12	Mon, 04-09-12	205	**82.0**	24	**9.6**	6	**2.4**	3	**1.2**
Memorial Day	3.5	Fri, 05-25-12	Tue, 05-29-12	279	**79.7**	40	**11.4**	4	**1.1**	2	**0.6**
4th of July	1.5	Tue, 07-03-12	Thu, 07-05-12	129	**86.0**	17	**11.3**	3	**2.0**	2	**1.3**
Labor Day	3.5	Fri, 08-31-12	Tue, 09-04-12	285	**81.4**	23	**6.6**	3	**0.9**	0	**0.0**
Columbus Day	3.5	Fri, 10-05-12	Tue, 10-09-12	290	**82.9**	21	**6.0**	4	**1.1**	2	**0.6**
Halloween	1.5	Tue, 10-30-12	Thu, 11-01-12	220	**146.7**	7	**4.7**	2	**1.3**	0	**0.0**
Veterans' Day	3.5	Fri, 11-09-12	Tue, 11-13-12	357	**102.0**	24	**6.9**	0	**0.0**	0	**0.0**
Thanksgiving	4.5	Wed, 11-21-12	Mon, 11-26-12	335	**74.4**	31	**6.9**	3	**0.7**	0	**0.0**

[11] The number of crashes and fatalities per day are based on events during the number of days for that particular holiday. Based on NHTSA guidelines, the length of the holiday depends on the day on which the legal observed holiday falls:
If the holiday falls on Monday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Tuesday.
If the holiday falls on Tuesday, the holiday period is from 6:00 p.m. Friday to 5:59 a.m. Wednesday.
If the holiday falls on Wednesday, the holiday period is from 6:00 p.m. Tuesday to 5:59 a.m. Thursday.
If the holiday falls on Thursday, the holiday period is from 6:00 p.m. Wednesday to 5:59 a.m. Monday.
If the holiday falls on Friday, the holiday period is from 6:00 p.m. Thursday to 5:59 a.m. Monday.
Number of days and hours: 1.5 days (36 hours), 2.5 days (60 hours), 3.5 days (84 hours), 4.5 days (108 hours).

Light

- In 2012, 70 percent of crashes occurred during daylight while nearly 21 percent occurred at night. (Table 25)
- In 2012, only 7.9 percent of all people in crashes were in crashes at night in unlighted areas while 30.3 percent of all fatalities occurred at night in unlighted areas. (Table 26)

Table 25: Crashes by Crash Severity and Light Condition[12], 2012

Light Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	166	49.3%	7,926	71.9%	20,657	69.5%	28,749	70.0%
Dark-Not Lighted	105	31.2%	1,036	9.4%	2,965	10.0%	4,106	10.0%
Dark-Lighted	33	9.8%	1,188	10.8%	3,272	11.0%	4,493	10.9%
Dusk	18	5.3%	243	2.2%	726	2.4%	987	2.4%
Dawn	1	0.3%	163	1.5%	408	1.4%	572	1.4%
Other/Missing Data	14	4.2%	462	4.2%	1,700	5.7%	2,176	5.3%
Total Crashes	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

Table 26: Severity of Injuries to People in Crashes by Light Condition[12], 2012

Light Condition	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Visible Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	181	49.5%	1,119	68.9%	2,481	66.2%	8,035	74.2%	63,066	72.9%	74,882	72.7%
Dark-Lighted	35	9.6%	174	10.7%	420	11.2%	1,171	10.8%	9,615	11.1%	11,415	11.1%
Dark-Not Lighted	111	30.3%	224	13.8%	582	15.5%	711	6.6%	6,495	7.5%	8,123	7.9%
Dusk	23	6.3%	35	2.2%	96	2.6%	254	2.3%	2,119	2.5%	2,527	2.5%
Dawn	2	0.5%	18	1.1%	61	1.6%	144	1.3%	912	1.1%	1,137	1.1%
Other/Missing Data	14	3.8%	54	3.3%	110	2.9%	516	4.8%	4,252	4.9%	4,946	4.8%
Total People	366	100.0%	1,624	100.0%	3,750	100.0%	10,831	100.0%	86,459	100.0%	103,030	100.0%

[12] In 2012 and previous years, missing data in the Lighting field were historically combined with Lighting category Other.

Weather

Table 27: Crashes and Crash Fatalities by Weather Condition, 2012[13]

Weather	Crashes		Fatalities	
	Count	Percent	Count	Percent
Clear	35,978	87.6%	330	90.2%
Inclement	2,269	5.5%	18	4.9%
Raining	1,014	2.5%	7	1.9%
Snowing	801	1.9%	5	1.4%
Wind	301	0.7%	2	0.5%
Dust	58	0.1%	2	0.5%
Sleet Or Hail	52	0.1%	0	0.0%
Fog	43	0.1%	2	0.5%
Other/Missing Data	2,836	6.9%	18	4.9%
Total	41,083	100.0%	366	100.0%

Table 28: Crashes by Weather Condition, 2008 – 2012[13]

Weather	2008		2009		2010		2011		2012	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Clear	42,920	92.4%	42,237	91.5%	38,373	89.7%	38,325	88.7%	35,978	87.6%
Inclement	3,280	7.06%	3,625	7.85%	3,853	9.00%	3,627	8.39%	2,269	5.52%
Dust	55	0.12%	37	0.08%	37	0.09%	59	0.14%	58	0.14%
Fog	37	0.08%	46	0.10%	83	0.19%	77	0.18%	43	0.10%
Raining	1,518	3.27%	1,828	3.96%	1,708	3.99%	1,212	2.80%	1,014	2.47%
Sleet or Hail	34	0.07%	43	0.09%	72	0.17%	39	0.09%	52	0.13%
Snowing	1,210	2.61%	1,295	2.81%	1,577	3.68%	1,739	4.02%	801	1.95%
Wind	426	0.92%	376	0.81%	376	0.88%	501	1.16%	301	0.73%
Other/Missing Data	241	0.52%	294	0.64%	576	1.35%	1,275	2.95%	2,836	6.90%
Total	46,441	100.0%	46,156	100.0%	42,802	100.0%	43,227	100.0%	41,083	100.0%

[13] In 2012 and previous years, missing data in the Weather field were historically combined with Weather category Other.

Hazardous Material

- Over the past five years, crashes involving hazardous materials made up less than one percent of all crashes. (Table 29)
- In the last four years, there has been a large increase in the number of crashes involving hazardous materials, which may be due to improved reporting. (Table 29)
- Fifteen out of 58 vehicles containing hazardous materials in crashes had a spill in 2012. (Table 30)

Table 29: Hazardous Material Crashes, 2008 - 2012

Year	Hazardous Material Crashes	Total Crashes	Percent Hazardous Crashes
2008	6	46,441	0.013%
2009	24	46,156	0.052%
2010	15	42,802	0.035%
2011	27	43,227	0.062%
2012	54	41,083	0.131%

Table 30: Vehicles with Hazardous Material in Crashes by Hazardous Material Type, 2012

Hazardous Material Type	Vehicles with Hazardous Materials in Crashes			
	No Spill	Spill	Unknown	Total
Blasting Agents	1	0	0	1
Dangerous and Corrosive	1	0	0	1
Elevated Temperature Liquid	0	1	0	1
Explosives	1	0	0	1
Flammable	1	1	0	2
Flammable Gas	4	1	1	6
Flammable Liquid	17	8	3	28
Non-flammable Gas	1	1	0	2
Missing Data	12	3	1	16
Total Vehicles	38	15	5	58

Vehicles

Vehicle Type

- The types of vehicles most often in crashes were passenger vehicles (47.5 percent), pickup trucks (18.9 percent) and Vans/4WD (4-wheel drive) vehicles (14.9 percent). (Table 31)
- Heavy trucks were 2.9 percent of all vehicles in crashes and 7.6 percent of vehicles in fatal crashes. (Table 31)
- Two vehicle types, pedestrians and motorcycles, have disproportionately large percentage of vehicles in fatal crashes. Motorcycles were 1.7 percent of all vehicles in crashes and 12.5 percent of vehicles in fatal crashes. Pedestrians were 0.6 percent of all vehicles in crashes and 11.3 percent of vehicles in fatal crashes. (Table 31)
- 73.3 percent of all people on motorcycles in crashes were either injured or killed. (Table 32)
- 89.6 percent of all pedestrians in crashes were either injured or killed. (Table 32)
- Most crashes (70.1 percent) involved only two vehicles. (Table 33)
- Most fatal crashes (92.3 percent) involved either one (46.0 percent) or two vehicles (46.3 percent). (Table 33)

Table 31: Vehicles in Crashes by Vehicle Type and Crash Severity, 2012

Vehicle Type[1]	Vehicles in Fatal Crashes		Vehicles in Injury Crashes		Vehicles in Property Damage Only Crashes		Total Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	156	28.4%	9,895	47.5%	25,516	47.8%	35,567	47.5%
Pickup (Light Truck)	107	19.5%	3,688	17.7%	10,340	19.4%	14,135	18.9%
Van / 4 WD	87	15.8%	3,291	15.8%	7,744	14.5%	11,122	14.9%
Other	6	1.1%	711	3.4%	1,665	3.1%	2,382	3.2%
Semi (Heavy Truck)	42	7.6%	525	2.5%	1,568	2.9%	2,135	2.9%
Motorcycle	69	12.5%	882	4.2%	295	0.6%	1,246	1.7%
Pedestrian	62	11.3%	344	1.6%	41	0.1%	447	0.6%
Pedacyclist	7	1.3%	277	1.3%	110	0.2%	394	0.5%
Bus	0	0.0%	80	0.4%	266	0.5%	346	0.5%
Missing Data	14	2.5%	1,160	5.6%	5,879	11.0%	7,053	9.4%
Total Vehicles	550	100.0%	20,853	100.0%	53,424	100.0%	74,827	100.0%

[1] Pedestrians and pedalcycles are counted as non-motorized vehicles when involved in a crash with a motor vehicle.

Vehicles – Vehicle Type

Table 32: Severity of Injuries to People in Crashes by Vehicle Type, 2012

Vehicle Type	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger	108	0.2%	672	1.4%	1,523	3.1%	5,673	11.5%	41,489	83.9%	49,465	100%
Pickup (Light Truck)	60	0.3%	270	1.4%	585	3.1%	1,642	8.6%	16,535	86.6%	19,092	100%
Van / 4WD	52	0.3%	240	1.4%	528	3.1%	1,912	11.1%	14,469	84.1%	17,201	100%
Other	0	0.0%	38	1.1%	108	3.2%	393	11.6%	2,858	84.1%	3,397	100%
Semi (Heavy Truck)	12	0.5%	23	0.9%	98	3.8%	158	6.1%	2,301	88.8%	2,592	100%
Motorcycle	66	4.7%	220	15.6%	487	34.6%	257	18.3%	376	26.7%	1,406	100%
Bus	0	0.0%	3	0.3%	7	0.8%	59	6.9%	792	92.0%	861	100%
Pedestrian	61	13.5%	58	12.8%	130	28.8%	156	34.5%	47	10.4%	452	100%
Pedalcyclist	7	1.8%	31	7.9%	123	31.2%	117	29.7%	116	29.4%	394	100%
Missing Data	0	0.0%	69	0.8%	161	2.0%	464	5.7%	7,476	91.5%	8,170	100%
Total People	366	0.4%	1,624	1.6%	3,750	3.6%	10,831	10.5%	86,459	83.9%	103,030	100%

Table 33: Number of Vehicles in Crashes by Crash Severity, 2012

Number of Vehicles Involved	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1	155	46.0%	2,571	23.3%	7,150	24.1%	9,876	24.0%
2	156	46.3%	7,314	66.4%	21,311	71.7%	28,781	70.1%
3	22	6.5%	912	8.3%	995	3.3%	1,929	4.7%
4 +	4	1.2%	221	2.0%	160	0.5%	385	0.9%
Missing Data	0	0.0%	0	0.0%	112	0.4%	112	0.3%
Total Crashes	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

[1] Pedestrians and pedalcycles are counted as a type of vehicle.

Vehicle Actions

- The most common vehicle action in a crash was going straight (41,570 vehicles). (Table 34)
- Almost twice as many crashes occurred when making a left turn (7,720 vehicles) compared with taking a right turn (3,984 vehicles). (Table 34)
- Parked cars and backing almost always result in property damage only crashes. (Table 34)

Table 34: Vehicle Actions in Crashes by Crash Severity, 2012

Vehicle Actions[1]	Vehicle Actions in Fatal Crashes		Vehicle Actions in Injury Crashes		Vehicle Actions in Prop. Damage Only Crashes		Total Vehicle Actions in Crashes[1]	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Going Straight	402	69.1%	13,081	57%	28,087	47%	41,570	50%
Left Turn	33	5.7%	2,431	11%	5,256	9%	7,720	9%
Stopped - Traffic	3	0.5%	1,654	7%	3,532	6%	5,189	6%
Stopped - Signal	1	0.2%	1,346	6%	3,162	5%	4,509	5%
Right Turn	9	1.5%	805	3%	3,170	5%	3,984	5%
Parked	6	1.0%	265	1%	3,366	6%	3,637	4%
Other	41	7.0%	769	3%	2,215	4%	3,025	4%
Slowing	4	0.7%	893	4%	1,892	3%	2,789	3%
Backing	1	0.2%	170	1%	2,450	4%	2,621	3%
Overtaking-Passing	8	1.37%	267	1%	846	1%	1,121	1%
Start In Traffic	0	0.00%	247	1%	768	1%	1,015	1%
Start From Park	1	0.17%	89	0%	452	1%	542	1%
U-Turn	0	0.0%	123	1%	325	1%	448	1%
Missing Data	73	12.5%	980	4%	4,322	7%	5,375	6%
Total Vehicle Actions	582	100.0%	23,120	100%	59,843	100%	83,545	100%

[1] Multiple driver's actions may be reported for each vehicle, and all actions are counted in this table. The action "Other" is a vehicle action on the Uniform Crash Report. "Missing Data" indicates no options were indicated on the Uniform Crash Report.

Motorcycles

- In 2012, 3.0 percent of all crashes and 19.6 percent of all fatal crashes involved a motorcycle. (Table 35)
- 73.3 percent of motorcyclists in crashes were either killed or injured. The percent of all motorcyclists in crashes who were killed was 4.7 percent, a five-year high. (Table 36)
- 31.6 percent of motorcyclists (drivers and passengers) in crashes were reported on the UCR as not wearing a helmet at the time of the crash. However, helmet usage data were missing for 27.9 percent of motorcyclists in crashes. (Table 37, Table 38)
- 80.3 percent of motorcyclists killed (drivers and passengers) in crashes were reported on the UCR as not wearing a helmet at the time of the crash. Helmet usage was unknown for three motorcyclists killed in crashes. (Table 38)
- Alcohol/Drug Involvement, Excessive Speed, and Driver Inattention were the most prevalent top contributing factors of motorcycle vehicles in fatal crashes. (Table 39)
- The year 2012 saw both the fewest motorcycle crashes per 1,000 registered motorcycles and per 1,000 licensed motorcycle drivers in five years. The rate for drivers decreased in three out of four years. (Table 40)
- Male motorcyclists were in crashes 5.1 times more than female motorcyclists. (Table 41)

Table 35: Crashes by Motorcycle Involvement and Crash Severity, 2012

Motorcycle Involvement	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Involved	66	19.6%	858	7.8%	290	1.0%	1,214	3.0%
Not Involved	271	80.4%	10,160	92.2%	29,438	99.0%	39,869	97.0%
Total Crashes	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

Table 36: Severity of Injuries to Motorcyclists[14] in Crashes, 2008 - 2012

Year	Severity of Injuries to Motorcyclists (Drivers & Passengers) in Crashes										Total Motorcyclists	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	53	3.1%	293	17.4%	579	34.4%	305	18.1%	453	26.9%	1,683	100%
2009	46	2.9%	272	16.9%	557	34.7%	316	19.7%	415	25.8%	1,606	100%
2010	42	3.0%	242	17.2%	539	38.2%	261	18.5%	327	23.2%	1,411	100%
2011	49	3.3%	224	15.0%	618	41.3%	232	15.5%	372	24.9%	1,495	100%
2012	66	4.7%	220	15.6%	487	34.6%	257	18.3%	376	26.7%	1,406	100%

Table 37: Motorcyclist (Drivers & Passengers) Helmet Usage by Severity of Injury[15], 2012

Severity of Injury	Injury Class	Helmet Worn?						Total Motorcyclists	
		No		Yes		Missing Data			
		Count	Percent	Count	Percent	Count	Percent	Count	Percent
Fatalities	K	53	80.3%	10	15.2%	3	4.5%	66	100%
Suspected Serious Injuries	A	76	34.5%	82	37.3%	62	28.2%	220	100%
Suspected Minor Injuries	B	174	35.7%	198	40.7%	115	23.6%	487	100%
Possible Injuries	C	71	27.6%	122	47.5%	64	24.9%	257	100%
No Apparent Injuries	O	70	18.6%	158	42.0%	148	39.4%	376	100%
Total		444	31.6%	570	40.5%	392	27.9%	1,406	100%

Table 38: Motorcyclists (Drivers & Passengers) Helmet Usage[15], 2008 - 2012

Year	Helmet Worn?						Total Motorcyclists in Crashes
	No		Yes		Missing Data		
	Count	Percent	Count	Percent	Count	Percent	
2008	979	58.2%	704	41.8%	0	0.0%	1,683
2009	960	59.8%	646	40.2%	0	0.0%	1,606
2010	905	64.1%	506	35.9%	0	0.0%	1,411
2011	917	61.3%	578	38.7%	0	0.0%	1,495
2012	444	31.6%	570	40.5%	392	27.9%	1,406

[14] See page 120 for severity of injuries to motorcyclists in crashes by county.

[15] Starting in 2012, "No" indicates a helmet was not worn at the time of the crash, and "Missing Data" indicates helmet usage was blank, invalid, indeterminate, or marked not applicable on the UCR form. Prior to 2012, there was no distinction between "No" and "Missing Data" in the crash database.

Vehicles - Motorcycles

Table 39: Top Contributing Factor of Motorcycle Vehicles in Crashes, 2012

Top Contributing Factor of Motorcycle Vehicles[1] in Crashes	Motorcycle Vehicles in Fatal Crashes		Motorcycle Vehicles in Injury Crashes		Motorcycle Vehicles in Property Damage Only Crashes		Total Motorcycle Vehicles in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**52**	**75.4%**	**516**	**58.5%**	**145**	**49.2%**	**713**	**57.2%**
Driver Inattention	9	13.0%	108	12.2%	29	9.8%	146	11.7%
Alcohol/Drug-involved[2]	17	24.6%	82	9.3%	16	5.4%	115	9.2%
Excessive Speed	10	14.5%	90	10.2%	13	4.4%	113	9.1%
Other Improper Driving	5	7.2%	51	5.8%	5	1.7%	61	4.9%
Avoid No Contact - Vehicle	2	2.9%	44	5.0%	12	4.1%	58	4.7%
Following Too Closely	0	0.0%	29	3.3%	21	7.1%	50	4.0%
Speed to Fast for Conditions	3	4.3%	30	3.4%	12	4.1%	45	3.6%
Failed to Yield Right of Way	0	0.0%	20	2.3%	14	4.7%	34	2.7%
Avoid No Contact - Other	0	0.0%	24	2.7%	9	3.1%	33	2.6%
Improper Overtaking	1	1.4%	11	1.2%	2	0.7%	14	1.1%
Made Improper Turn	1	1.4%	10	1.1%	2	0.7%	13	1.0%
Vehicle Skidded Before Brake	1	1.4%	6	0.7%	1	0.3%	8	0.6%
Drove Left of Center	0	0.0%	4	0.5%	2	0.7%	6	0.5%
Passed Stop Sign	1	1.4%	2	0.2%	2	0.7%	5	0.4%
Improper Lane Change	1	1.4%	2	0.2%	2	0.7%	5	0.4%
Disgregarded Traffic Signal	1	1.4%	2	0.2%	1	0.3%	4	0.3%
Improper Backing	0	0.0%	1	0.1%	2	0.7%	3	0.2%
Vehicle	**0**	**0.0%**	**27**	**3.1%**	**6**	**2.0%**	**33**	**2.6%**
Other Mechanical Defect	0	0.0%	12	1.4%	2	0.7%	14	1.1%
Defective Tires	0	0.0%	10	1.1%	1	0.3%	11	0.9%
Defective Steering	0	0.0%	2	0.2%	2	0.7%	4	0.3%
Inadequate Brakes	0	0.0%	3	0.3%	1	0.3%	4	0.3%
Environment	**0**	**0.0%**	**12**	**1.4%**	**5**	**1.7%**	**17**	**1.4%**
Road Defect	0	0.0%	12	1.4%	5	1.7%	17	1.4%
Other[3]	**17**	**24.6%**	**327**	**37.1%**	**139**	**47.1%**	**483**	**38.8%**
None	8	11.6%	237	26.9%	92	31.2%	337	27.0%
Other - No Driver Error	2	2.9%	67	7.6%	16	5.4%	85	6.8%
Missing Data	7	10.1%	23	2.6%	31	10.5%	61	4.9%
Total Crashes	**69**	**100.0%**	**882**	**100.0%**	**295**	**100.0%**	**1,246**	**100.0%**

[1] See the Definitions section for the method of deriving the top apparent contributing factor of each motorcycle vehicle.

[2] Alcohol/Drug-involved is a combination of the Apparent Contributing Factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for that vehicle in the crash.

Table 40: Rates of Motorcycle Involvement in Crashes, 2008 - 2012

Year	Total Motorcycles[1] in Crashes	New Mexico Registered Motorcycle Vehicles	New Mexico Licensed Motorcycle Drivers	Rate (Motorcycles in Crashes per 1,000 Registered Motorcycles)	Rate (Motorcycle Drivers in Crashes per 1,000 Licensed Motorcycle Drivers)
2008	1,530	47,176	99,280	32.4	15.4
2009	1,425	54,049	103,500	26.4	13.8
2010	1,255	53,391	106,001	23.5	11.8
2011	1,349	64,912	108,700	20.8	12.4
2012	1,246	66,666	113,814	18.7	10.9

[1] There can be more than one motorcycle in a crash. The number of motorcycles (vehicles) in a crash is the same as the number of motorcycle drivers in a crash.

Table 41: Motorcyclists in Crashes by Age Group and Sex, 2012

Age Group	Motorcyclists (Drivers & Passengers) in Crashes								Ratio[1] Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	4	0.4%	2	0.9%	0	0.0%	6	0.4%	2.0
5-9	9	0.8%	1	0.5%	0	0.0%	10	0.7%	9.0
10-14	24	2.1%	13	5.9%	0	0.0%	37	2.6%	1.8
15-19	78	6.9%	18	8.2%	2	3.3%	98	7.0%	4.3
20-24	151	13.4%	21	9.5%	8	13.1%	180	12.8%	7.2
25-29	144	12.8%	25	11.4%	3	4.9%	172	12.2%	5.8
30-34	98	8.7%	22	10.0%	2	3.3%	122	8.7%	4.5
35-39	76	6.8%	17	7.7%	4	6.6%	97	6.9%	4.5
40-44	112	10.0%	22	10.0%	2	3.3%	136	9.7%	5.1
45-49	104	9.2%	27	12.3%	4	6.6%	135	9.6%	3.9
50-54	109	9.7%	26	11.8%	1	1.6%	136	9.7%	4.2
55-59	99	8.8%	12	5.5%	1	1.6%	112	8.0%	8.3
60-64	55	4.9%	7	3.2%	1	1.6%	63	4.5%	7.9
65-69	27	2.4%	3	1.4%	0	0.0%	30	2.1%	9.0
70-74	14	1.2%	1	0.5%	0	0.0%	15	1.1%	14.0
75+	10	0.9%	1	0.5%	0	0.0%	11	0.8%	10.0
Missing Data	11	1.0%	2	0.9%	33	54.1%	46	3.3%	5.5
Total	1,125	100%	220	100%	61	100%	1,406	100%	5.1

[1] The ratio of males to females is only calculated when there is at least one of each sex in that age group in a crash.

Heavy Trucks

- Heavy trucks were involved in 4.8 percent of all crashes but 12.0 percent of all fatalities in 2012. (Table 42)

Table 42: Crashes and Fatalities by Heavy Truck (Semi) Involvement, 2012

Year	Heavy Truck-involved Crashes		Heavy Truck-involved Fatalities		Total Crashes	Total Fatalities
	Crashes	Percent of Total Crashes	Fatalities	Percent of Total Fatalities		
2008	1,401	3.0%	46	12.6%	46,441	366
2009	1,175	2.5%	31	8.6%	46,156	361
2010	1,400	3.3%	40	11.5%	42,802	349
2011	1,393	3.2%	40	11.4%	43,227	351
2012	1,969	4.8%	44	12.0%	41,083	366

Table 43: People in Heavy Truck-involved Crashes by Severity of Injury, 2012

People in Heavy Truck-involved Crashes		
Severity of Injuries	Count	Percent
Fatalities	44	0.9%
Suspected Serious Injuries	89	1.9%
Suspected Minor Injuries	192	4.1%
Possible Injuries	408	8.8%
No Apparent Injuries	3,922	84.3%
Total	4,655	100.0%

Pedestrians

- In 2012, pedestrian-involved crashes represented 1.1 percent of all crashes, pedestrian-involved fatal crashes represented 17.8 percent of all fatal crashes, and pedestrian fatalities represented of 16.7 percent of all fatalities. (Table 44)
- Alcohol-involved pedestrians represented 21.2 percent of all pedestrians in crashes in 2012, a large increase over recent years. (Table 45)
- In 2012, alcohol-involved pedestrians killed in crashes represented 60.7 percent (37 out of 61) of all pedestrians killed in crashes, a jump up from recent years. (Table 46)
- In almost all alcohol-involved pedestrian crashes in 2012, it was the pedestrian who was under the influence of alcohol. (Table 47)
- In 2012, 39.9 percent of all fatalities and 70.5 percent of pedestrian fatalities occurred in dark conditions (lighted and not lighted). (Table 48)
- Pedestrians ages 15-24 were more likely to be in a crash than other age groups. (Table 49)
- Although the number of injuries to pedestrians in crashes is much lower compared with 2008, 2012 had the highest number of pedestrian fatalities (61) in five years. Most of this increase occurred in Bernalillo and San Juan Counties. (Table 50, Table 95)
- The most prevalent top contributing factors in pedestrian-involved fatal crashes are alcohol/drug involvement (61.7 percent) or pedestrian error (21.7 percent). (Table 51)
- Males were 4.2 times as likely as females to be alcohol-involved pedestrians. (Table 53)

Table 44: Crashes, Fatal Crashes, and Fatalities by Pedestrian Involvement, 2008 - 2012

Year	Crashes			Fatal Crashes			Fatalities		
	Pedestrian-involved[1]	Total Crashes	Percent of Total Crashes	Pedestrian-involved[1]	Total Fatal Crashes	Percent of Fatal Crashes	Pedestrian Fatalities	Total Fatalities	Percent of Total Fatalities
2008	487	46,441	1.0%	40	324	12.3%	40	366	10.9%
2009	504	46,156	1.1%	40	319	12.5%	41	361	11.4%
2010	416	42,802	1.0%	34	317	10.7%	34	349	9.7%
2011	414	43,227	1.0%	36	306	11.8%	36	351	10.3%
2012	432	41,083	1.1%	60	337	17.8%	61	366	16.7%

[1] A pedestrian-involved crash can involve one or more pedestrians.

Table 45: Pedestrians[16] in Crashes by Alcohol-involvement, 2008 - 2012

Year	Pedestrians in Crashes					
	Alcohol-involved		Not Alcohol-involved		Total Pedestrians	
	Count	Percent	Count	Percent	Count	Percent
2008	78	15.5%	426	84.5%	504	100%
2009	78	14.9%	447	85.1%	525	100%
2010	67	14.9%	382	85.1%	449	100%
2011	59	13.7%	371	86.3%	430	100%
2012	96	21.2%	356	78.8%	452	100%

Table 46: Alcohol-involved Pedestrian[16] Fatalities, 2008 - 2012

Year	Alcohol-involved Pedestrian Fatalities	Total Pedestrian Fatalities	Percent Alcohol-involved Pedestrian Fatalities
2008	25	40	62.5%
2009	18	41	43.9%
2010	19	34	55.9%
2011	18	36	50.0%
2012	37	61	60.7%

Table 47: Alcohol-involved Pedestrians[16] in Alcohol-involved Crashes, 2008 - 2012

Year	Pedestrians in Alcohol-involved Crashes		
	Pedestrians Under the Influence of Alcohol[1]	All Pedestrians in Alcohol-involved Crashes	Percent of Pedestrians Under the Influence of Alcohol[2]
2008	78	91	85.7%
2009	78	104	75.0%
2010	67	75	89.3%
2011	59	74	79.7%
2012	96	103	93.2%

[1] A pedestrian who was under the influence of alcohol at the time of the crash.

[2] The percentage of pedestrians under the influence of alcohol out of all pedestrians in alcohol-involved crashes.

[16] An "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Table 48: Pedestrian-involved Crashes by Light Condition[17], 2012

Light Condition[1]	Pedestrian Fatalities		Total Fatalities		Pedestrian-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent
Daylight	15	24.6%	181	49.5%	246	56.9%
Dark-Not Lighted	29	47.5%	111	30.3%	71	16.4%
Dark-Lighted	14	23.0%	35	9.6%	84	19.4%
Dusk	0	0.0%	23	6.3%	7	1.6%
Dawn	0	0.0%	2	0.5%	2	0.5%
Other/Missing Data	3	4.9%	14	3.8%	22	5.1%
Total	61	100.0%	366	100.0%	432	100.0%

[1] In 2012 and previous years, missing data in the Lighting field were historically combined with the Lighting category Other.

Table 49: Pedestrians in Crashes by Age Group and Severity of Injury[18], 2012

Age Group	Pedestrians in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	2	1	8	5	1	17	3.8%
5-9	0	3	7	7	3	20	4.4%
10-14	0	3	7	11	1	22	4.9%
15-19	2	3	19	15	6	45	10.0%
20-24	8	6	16	18	4	52	11.5%
25-29	3	4	12	13	3	35	7.7%
30-34	4	1	5	10	4	24	5.3%
35-39	4	2	9	15	1	31	6.9%
40-44	6	6	6	9	3	30	6.6%
45-49	7	9	12	10	1	39	8.6%
50-54	6	7	12	13	2	40	8.8%
55-59	6	2	4	9	2	23	5.1%
60-64	6	4	8	6	3	27	6.0%
65-69	3	2	1	2	3	11	2.4%
70-74	2	1	0	5	3	11	2.4%
75+	2	1	3	3	0	9	2.0%
Missing Data	0	3	1	5	7	16	3.5%
Total	61	58	130	156	47	452	100.0%

[1] Percentages are shaded such that darker shading identifies higher percentages.

[17] See page 87 for pedestrian-involved crashes by each hour of the day.

[18] See page 121 for severity of injury to pedestrians in crashes by county.

Vehicles – Pedestrians

Table 50: Severity of Injuries to Pedestrians in Crashes, 2008 - 2012

Severity of Injuries	Injury Class	Pedestrians in Crashes					Percent of 2012 Total Pedestrians
		2008	2009	2010	2011	2012	
Fatalities	K	40	41	34	36	61	13.5%
Suspected Serious Injuries	A	79	89	77	72	58	12.8%
Suspected Minor Injuries	B	154	145	122	137	130	28.8%
Possible Injuries	C	160	157	139	125	156	34.5%
No Apparent Injuries	O	71	93	77	60	47	10.4%
Total Pedestrians		504	525	449	430	452	100.0%

Table 51: Top Contributing Factor in Pedestrian-involved Crashes by Crash Severity, 2012

Top Contributing Factor	Pedestrian-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**54**	**90.0%**	**280**	**84.6%**	**29**	**70.7%**	**363**	**84.0%**
Alcohol/Drug Involved	37	61.7%	62	18.7%	4	9.8%	103	23.8%
Pedestrian Error	13	21.7%	76	23.0%	10	24.4%	99	22.9%
Driver Inattention	1	1.7%	63	19.0%	8	19.5%	72	16.7%
Failure to Yield Right of Way	0	0.0%	38	11.5%	3	7.3%	41	9.5%
Disregarded Traffic Signal	0	0.0%	9	2.7%	0	0.0%	9	2.1%
Improper Backing	0	0.0%	6	1.8%	1	2.4%	7	1.6%
Excessive Speed	0	0.0%	5	1.5%	1	2.4%	6	1.4%
Other Improper Driving	0	0.0%	6	1.8%	0	0.0%	6	1.4%
Avoid No Contact - Vehicle	1	1.7%	4	1.2%	0	0.0%	5	1.2%
Avoid No Contact - Other	1	1.7%	3	0.9%	0	0.0%	4	0.9%
Improper Turn	0	0.0%	3	0.9%	0	0.0%	3	0.7%
Drove Left of Center	1	1.7%	1	0.3%	0	0.0%	2	0.5%
Passed Stop Sign	0	0.0%	1	0.3%	1	2.4%	2	0.5%
Speed Too Fast for Conditions	0	0.0%	1	0.3%	1	2.4%	2	0.5%
Driverless Moving Vehicle	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Following Too Closely	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Vehicle	**0**	**0.0%**	**3**	**0.9%**	**0**	**0.0%**	**3**	**0.7%**
Other Mechanical Defect	0	0.0%	2	0.6%	0	0.0%	2	0.5%
Defective Brakes	0	0.0%	1	0.3%	0	0.0%	1	0.2%
Other[1]	**6**	**10.0%**	**48**	**14.5%**	**12**	**29.3%**	**66**	**15.3%**
None	3	5.0%	25	7.6%	9	22.0%	37	8.6%
Other - No Driver Error	2	3.3%	13	3.9%	2	4.9%	17	3.9%
Missing Data	1	1.7%	10	3.0%	1	2.4%	12	2.8%
Total Crashes	**60**	**100%**	**331**	**100%**	**41**	**100%**	**432**	**100%**

[1] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Table 52: Pedestrians in Crashes by Sex, 2008 - 2012

Year	Pedestrians in Crashes								Ratio Male to Female
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2008	263	52.2%	152	30.2%	89	17.7%	504	100%	1.7
2009	284	54.1%	178	33.9%	63	12.0%	525	100%	1.6
2010	253	56.3%	148	33.0%	48	10.7%	449	100%	1.7
2011	262	60.9%	140	32.6%	28	6.5%	430	100%	1.9
2012	271	60.0%	172	38.1%	9	2.0%	452	100%	1.6

Table 53: Alcohol-involved Pedestrians[19] by Age Group and Sex, 2012

Age	Alcohol-involved Pedestrians in Crashes								Ratio Males to Females
	Male		Female		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
5-9	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
10-14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
15-19	2	2.6%	1	5.6%	0	0.0%	3	3.1%	2.0
20-24	8	10.5%	2	11.1%	0	0.0%	10	10.4%	4.0
25-29	6	7.9%	0	0.0%	0	0.0%	6	6.3%	-
30-34	4	5.3%	3	16.7%	0	0.0%	7	7.3%	1.3
35-39	4	5.3%	5	27.8%	1	50.0%	10	10.4%	0.8
40-44	16	21.1%	2	11.1%	0	0.0%	18	18.8%	8.0
45-49	16	21.1%	2	11.1%	0	0.0%	18	18.8%	8.0
50-54	10	13.2%	2	11.1%	0	0.0%	12	12.5%	5.0
55-59	4	5.3%	0	0.0%	0	0.0%	4	4.2%	-
60-64	3	3.9%	0	0.0%	0	0.0%	3	3.1%	-
65-69	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
70-74	3	3.9%	0	0.0%	0	0.0%	3	3.1%	-
75+	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
Missing Data	0	0.0%	1	5.6%	1	50.0%	2	2.1%	0.0
Total	76	100.0%	18	100.0%	2	100.0%	96	100.0%	4.2

[19] The term "alcohol-involved pedestrian" is a pedestrian who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Pedalcycles (Bicyclists)

- Less than one percent of all crashes were pedalcycle-involved. (Table 54)
- 1.8 percent of pedalcyclists in crashes were killed and 68.8 percent were injured. (Table 55)
- Most (75.0 percent) of all pedalcycle-involved crashes occurred in daylight. (Table 56)
- Alcohol-involved pedalcyclists represented 5.3 percent of all pedalcyclists in crashes in 2012. (Table 57)
- In almost all alcohol-involved pedalcycle crashes in 2012, it was the pedalcyclist who was under the influence of alcohol. (Table 58)
- Pedalcyclists in crashes were four times more likely to be male than female. (Table 59)
- The most prevalent top contributing factors in pedalcycle-involved crashes were driver inattention (27.3 percent) and failure to yield (19.6 percent). (Table 61)

Table 54: Crashes by Pedalcycle Involvement, 2012

Pedalcycle Involvement	Crashes[1]	
	Count	Percent
Involved	388	0.9%
Not Involved	40,695	99.1%
Total Crashes	41,083	100.0%

[1] A pedalcycle-involved crash can involve one or more pedalcyclists.

Table 55: Pedalcyclists in Crashes by Severity of Injury, 2008 - 2012

Severity of Injuries	Injury Class	Pedalcyclists in Crashes					Percent of 2012 Total Pedalcyclists
		2008	2009	2010	2011	2012	
Fatalities	K	7	3	9	4	7	1.8%
Suspected Serious Injuries	A	49	28	39	45	31	7.9%
Suspected Minor Injuries	B	132	142	133	135	123	31.2%
Possible Injuries	C	120	111	108	90	117	29.7%
No Apparent Injuries	O	92	93	72	80	116	29.4%
Total Pedalcyclists		400	377	361	354	394	100.0%

Table 56: Pedalcycle-involved Crashes by Light Condition[20], 2012

Light Condition[1]	Pedalcycle-involved Crashes			
	Fatal Crashes		Total Crashes	
	Count	Percent	Count	Percent
Daylight	3	42.9%	291	75.0%
Dark-Not Lighted	2	28.6%	17	4.4%
Dark-Lighted	0	0.0%	40	10.3%
Dusk	2	28.6%	13	3.4%
Dawn	0	0.0%	6	1.5%
Other/Missing Data	0	0.0%	21	5.4%
Total	7	100.0%	388	100.0%

[1] In 2012 and previous years, missing data in the Lighting field were historically combined with the Lighting category Other.

Table 57: Alcohol-involved[21] Pedalcyclists in Crashes, 2012

Alcohol-involved Pedalcyclists	Count	Percent
Alcohol-involved	21	5.3%
Not Alcohol-involved	373	94.7%
Total	394	100.0%

Table 58: Alcohol-involved Pedalcyclists in Alcohol-involved Crashes, 2008 - 2012

Year	Pedalcyclists in Alcohol-involved Crashes		
	Pedalcyclists Under the Influence of Alcohol[1]	All Pedalcyclists in Alcohol-involved Crashes	Percent of Pedalcyclists Under the Influence of Alcohol[2]
2008	13	15	86.7%
2009	14	23	60.9%
2010	18	21	85.7%
2011	20	21	95.2%
2012	21	22	95.5%

[1] A pedalcyclist who was under the influence of alcohol at the time of the crash.

[2] The percentage of pedalcyclists under the influence of alcohol out of all pedalcyclists in alcohol-involved crashes.

[20] See page 88 for pedalcycle-involved crashes by each hour of the day.

[21] The term "alcohol-involved pedalcyclist" is a pedalcyclist who was indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.

Vehicles – Pedalcycles

Table 59: Pedalcyclists in Crashes by Sex, 2008 - 2012

Year	Pedalcyclists in Crashes								Ratio Male to Female
	Males		Females		Unknown		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
2008	253	63.3%	70	17.5%	77	19.3%	400	100%	3.6
2009	266	70.6%	69	18.3%	42	11.1%	377	100%	3.9
2010	270	74.8%	52	14.4%	39	10.8%	361	100%	5.2
2011	257	72.6%	63	17.8%	34	9.6%	354	100%	4.1
2012	309	78.4%	73	18.5%	12	3.0%	394	100%	4.2

Table 60: Pedalcyclists in Crashes by Age Group and Severity of Injuries, 2012

Age Group	Pedalcyclists in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total[1]
1-4	0	0	0	1	0	1	0.3%
5-9	0	0	2	4	2	8	2.0%
10-14	0	2	15	7	11	35	8.9%
15-19	0	2	13	11	11	37	9.4%
20-24	0	2	21	15	11	49	12.4%
25-29	0	1	10	10	10	31	7.9%
30-34	1	2	13	10	7	33	8.4%
35-39	1	2	7	8	4	22	5.6%
40-44	0	2	11	10	7	30	7.6%
45-49	1	4	11	10	11	37	9.4%
50-54	0	5	1	9	10	25	6.3%
55-59	3	3	8	13	6	33	8.4%
60-64	0	3	3	3	4	13	3.3%
65-69	0	1	3	2	0	6	1.5%
70-74	0	1	2	1	0	4	1.0%
75+	1	1	1	0	2	5	1.3%
Missing Data	0	0	2	3	20	25	6.3%
Total	7	31	123	117	116	394	100.0%

[1] Percentages are shaded such that darker shading identifies higher percentages.

Table 61: Top Contributing Factor in Pedalcycle-involved Crashes by Crash Severity, 2012

Top Contributing Factor [1]	Pedalcycle-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Human	**7**	**100%**	**238**	**87.2%**	**92**	**85.2%**	**337**	**86.9%**
Driver Inattention	2	28.6%	73	26.7%	31	28.7%	106	27.3%
Failed to Yield Right of Way	0	0.0%	58	21.2%	18	16.7%	76	19.6%
Pedestrian Error	1	14.3%	28	10.3%	14	13.0%	43	11.1%
Other Improper Driving	0	0.0%	21	7.7%	9	8.3%	30	7.7%
Alcohol/Drug-involved[2]	3	42.9%	17	6.2%	3	2.8%	23	5.9%
Disregarded Traffic Signal	1	14.3%	13	4.8%	4	3.7%	18	4.6%
Passed Stop Sign	0	0.0%	8	2.9%	2	1.9%	10	2.6%
Avoid No Contact - Other	0	0.0%	6	2.2%	0	0.0%	6	1.5%
Avoid No Contact - Vehicle	0	0.0%	3	1.1%	2	1.9%	5	1.3%
Drove Left of Center	0	0.0%	2	0.7%	2	1.9%	4	1.0%
Made Improper Turn	0	0.0%	2	0.7%	2	1.9%	4	1.0%
Excessive Speed	0	0.0%	3	1.1%	0	0.0%	3	0.8%
Following Too Closely	0	0.0%	0	0.0%	3	2.8%	3	0.8%
Improper Overtaking	0	0.0%	3	1.1%	0	0.0%	3	0.8%
Speed to Fast for Conditions	0	0.0%	1	0.4%	1	0.9%	2	0.5%
Improper Lane Change	0	0.0%	0	0.0%	1	0.9%	1	0.3%
Environment	**0**	**0.0%**	**1**	**0.4%**	**1**	**0.9%**	**2**	**0.5%**
Road Defect	0	0.0%	1	0.4%	1	0.9%	2	0.5%
Other[3]	**0**	**0.0%**	**34**	**12.5%**	**15**	**13.9%**	**49**	**12.6%**
None	0	0.0%	22	8.1%	8	7.4%	30	7.7%
Missing Data	0	0.0%	5	1.8%	7	6.5%	12	3.1%
Other - No Driver Error	0	0.0%	7	2.6%	0	0.0%	7	1.8%
Total Crashes	**7**	**100%**	**273**	**100%**	**108**	**100%**	**388**	**100%**

[1] See the Definitions section for the method of deriving the top contributing factor.

[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Behavior and Demographics

Alcohol

Additional data on alcohol-involved crashes are also in these sections: Top Contributing Factors, Hour and Day of Week, Holidays, Motorcycles, Pedestrians, Pedalcyclists, Drivers, Young Drivers, Counties, Cities, Rural and Urban Locations, Appendix A, Appendix E, and Appendix F.

- 5.3 percent of all crashes in 2012 were alcohol-involved. (Table 62)
- 41.8 percent of all crash fatalities occurred in alcohol-involved crashes in 2012. (Table 65)
- Following a sharp decline over several years, the alcohol-involved fatality rate (based on population) has remained steady over the past five years. (Table 66)
- New Mexican male drivers were 2.7 times more likely than New Mexican female drivers to be an alcohol-involved driver in a crash. (Table 67)
- Male drivers account for 72.6 percent of all alcohol-involved New Mexican drivers in crashes (1,320 out of 1,817). (Table 67)
- Drivers age 20-34 were 51.1 percent of all alcohol-involved drivers in crashes. (Table 67)
- The rate of New Mexico resident alcohol-involved drivers age 20-24 in crashes is 2.6 times higher than the statewide rate, based on licensed drivers in New Mexico. (Table 67)

Table 62: Alcohol-involved Crashes, 2008 - 2012

Year	Alcohol-involved Crashes	Total Crashes	Percent Alcohol-involved Crashes
2008	2,599	46,440	5.6%
2009	2,698	46,156	5.8%
2010	2,162	42,802	5.1%
2011	2,320	43,227	5.4%
2012	2,176	41,083	5.3%

Table 63: Alcohol-involved Crashes by Crash Severity, 2008 - 2012

Year	Alcohol-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	127	4.9%	1,106	42.6%	1,366	52.6%	2,599	100%
2009	132	4.9%	1,143	42.4%	1,423	52.7%	2,698	100%
2010	131	6.1%	939	43.4%	1,092	50.5%	2,162	100%
2011	131	5.6%	1,000	43.1%	1,189	51.3%	2,320	100%
2012	139	6.4%	874	40.2%	1,163	53.4%	2,176	100%

Table 64: People in Alcohol-involved Crashes by Severity of Injury, 2008 - 2012

People in Alcohol-involved Crashes												
Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	143	2.6%	287	5.2%	589	10.7%	828	15.0%	3,660	66.5%	5,507	100%
2009	152	2.6%	342	5.8%	645	10.9%	787	13.3%	3,982	67.4%	5,908	100%
2010	145	2.9%	319	6.4%	551	11.0%	683	13.6%	3,311	66.1%	5,009	100%
2011	152	3.0%	270	5.3%	562	11.0%	719	14.1%	3,414	66.7%	5,117	100%
2012	153	3.1%	276	5.6%	505	10.3%	612	12.5%	3,352	68.4%	4,898	100%

Table 65: Number and Percentage of Fatalities by Alcohol Involvement[22], 2008 - 2012

Year	Alcohol-involved Fatalities		Non Alcohol-involved Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent
2008	143	39.1%	223	60.9%	366	100%
2009	152	42.1%	209	57.9%	361	100%
2010	145	41.5%	204	58.5%	349	100%
2011	152	43.3%	199	56.7%	351	100%
2012	153	41.8%	213	58.2%	366	100%

[22] An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Table 66: Rates[23] of Alcohol-involved Fatalities[24], 2008 - 2012

Year	Alcohol-involved Fatalities	New Mexico Population	Rate of Alcohol-involved Fatalities per 100,000 Population	New Mexico Vehicle Miles Traveled (100M VMT)	Rate of Alcohol-involved Fatalities per 100M VMT
2008	143	2,010,662	7.11	246.13	0.58
2009	152	2,036,802	7.46	245.21	0.62
2010	145	2,064,982	7.02	241.77	0.60
2011	152	2,077,919	7.32	258.89	0.59
2012	153	2,083,540	7.34	257.85	0.59

Table 67: Alcohol-involved New Mexican Drivers in Crashes by Age Group and Sex, 2012

Driver[1] Age Group	Alcohol-involved Drivers[1] in Crashes			Ratio Male to Female	Percentage of Drivers in each Age Group by Sex[2]			2012 Licensed Drivers	Rate (Alcohol-involved Drivers per 1,000 Licensed Drivers in each Age Group)
	Male	Female	Total		Male	Female	Total		
15-19	105	56	161	1.9	8.0%	11.3%	8.9%	68,554	2.35
20-24	286	105	391	2.7	21.7%	21.1%	21.5%	122,911	3.18
25-29	217	79	296	2.7	16.4%	15.9%	16.3%	137,155	2.16
30-34	180	61	241	3.0	13.6%	12.3%	13.3%	138,807	1.74
35-39	124	45	169	2.8	9.4%	9.1%	9.3%	124,869	1.35
40-44	105	46	151	2.3	8.0%	9.3%	8.3%	124,484	1.21
45-49	96	47	143	2.0	7.3%	9.5%	7.9%	128,352	1.11
50-54	82	28	110	2.9	6.2%	5.6%	6.1%	142,430	0.77
55-59	48	15	63	3.2	3.6%	3.0%	3.5%	137,631	0.46
60-64	42	4	46	10.5	3.2%	0.8%	2.5%	124,276	0.37
65-69	19	4	23	4.8	1.4%	0.8%	1.3%	96,823	0.24
70-74	8	2	10	4.0	0.6%	0.4%	0.6%	66,286	0.15
75+	8	5	13	1.6	0.6%	1.0%	0.7%	81,132	0.16
Total	1,320	497	1,817	2.7	100%	100%	100%	1,493,766	1.22

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

[2] For reference, 8.0% (105 out of 1,320) of alcohol-involved male drivers were in the 15 to 19 age range.

[23] Starting 2011, VMT rates are not comparable to previous years due to a change in the VMT calculation method in 2011.

[24] An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Belt Use

- In 2012, 84.2 percent of passenger vehicle occupants (72,172 out of 85,758) reported using a seatbelt at the time of the crash. (Table 68)
- In 2012, 83.5 percent of passenger vehicle occupants who reported they were belted suffered no injuries compared with 47.9 percent of those who reported they were unbelted. (Table 68)
- In 2012, 0.1 percent of passenger vehicle occupants who were belted at the time of the crash were killed, compared with 12.2 percent of passenger vehicle occupants who were unbelted. (Table 68)
- 63.0 percent of unbelted fatalities occurred on rural non-Interstate roads. (Table 69)
- In 2012, there were 2.21 unbelted male passenger vehicle fatalities for every one unbelted female passenger vehicle fatality. (Table 70)

Table 68: Severity of Injuries by Reported Belt Usage, 2012

Belt Usage[1,2]	Severity of Injuries to Occupants[1] in Passenger Vehicles										Total Occupants of Passenger Vehicles	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	82	0.1%	946	1.3%	2,198	3.0%	8,671	12.0%	60,275	83.5%	72,172	100%
Belt Not Used	138	12.2%	113	10.0%	204	18.0%	136	12.0%	544	47.9%	1,135	100%
Missing Data	0	0.0%	123	1.0%	234	1.9%	420	3.4%	11,674	93.8%	12,451	100%
Total	220	0.3%	1,182	1.4%	2,636	3.1%	9,227	10.8%	72,493	84.5%	85,758	100%

[1] Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Belt use is self-reported by the occupant to the police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. (In the event of a fatality, however, whether the person was using a seatbelt is typically clear to the police officer.) According to the *2013 New Mexico Occupant Seat Belt Observation Study*[25], belt use among vehicle occupants in 2012 was about 91.4 percent, which is seven percentage points higher than the reported belt usage in crash data.

[25] *2013 New Mexico Occupant Seat Belt Observation Study.* New Mexico Department of Transportation. Prepared by Davis Innovations, Inc.

Table 69: Unbelted Fatalities and Suspected Serious Injuries by Rural and Urban Location, 2012

Road System	Unbelted Fatalities and Suspected Serious Injuries[1]					
	Fatalities		Suspected Serious Injuries (Class A)		Total Unbelted Fatalities and Serious Injuries	
	Count	Percent	Count	Percent	Count	Percent
Rural Interstate	34	24.6%	15	13.3%	49	19.5%
Rural Non-Interstate	87	63.0%	47	41.6%	134	53.4%
Urban	17	12.3%	51	45.1%	68	27.1%
Total	138	100.0%	113	100.0%	251	100.0%

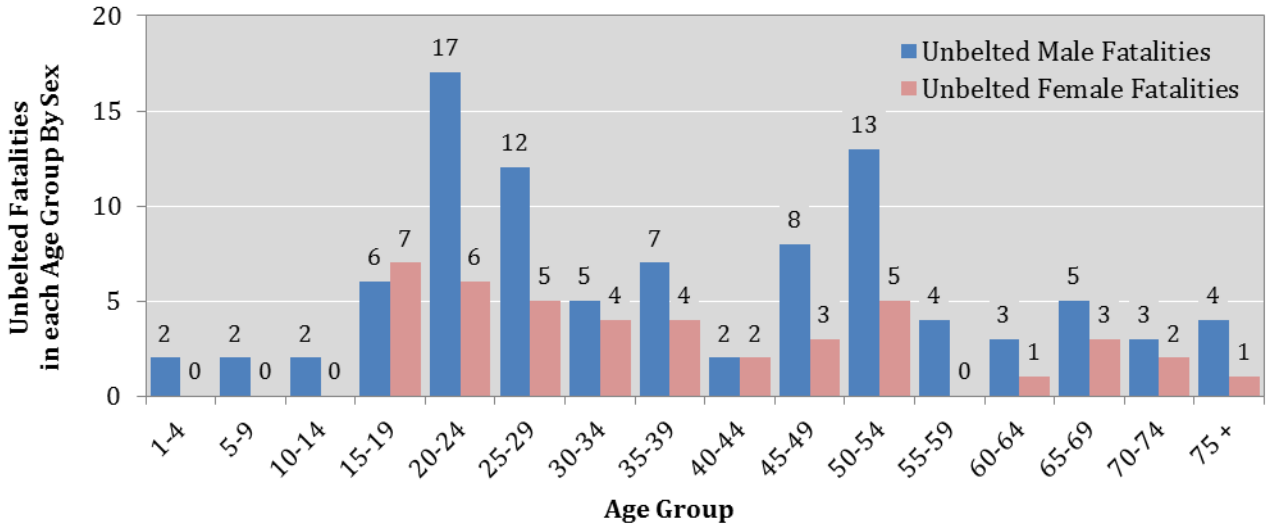
[1] Fatalities and suspected serious injuries to people in passenger cars, pickups, and vans/4WD/SUVs.

Table 70: Unbelted Fatalities by Sex, 2008 - 2012

Year	Unbelted Fatalities [1]			Ratio Male to Female
	Male	Female	Total	
2008	47	34	81	1.38
2009	54	37	91	1.46
2010	53	37	90	1.43
2011	64	23	87	2.78
2012	95	43	138	2.21

[1] Fatalities in passenger cars, pickups, and vans/4WD/SUVs.

Figure 8: Unbelted Fatalities by Age Group and Sex, 2012



Belt Use by Children under Age 13

- In 2012, 0.04 percent of children under age 13 who were belted at the time of the crash were killed, compared with 2.1 percent of children who were unbelted. (Table 71)
- In 2012, 0.6 percent of children under age 13 who were belted at the time of the crash received a suspected serious injury, compared with 5.9 percent of children who were unbelted. (Table 71)
- Of the total children under age 13 who received fatal or suspected serious injuries in passenger vehicles in crashes, the percentage of children reported as belted at the time of the crash has decreased overall since 2008. (Table 72)

Table 71: Severity of Injuries to Children in Passenger Vehicles by Belt Usage, 2012

Belt Usage[1,2]	Severity of Injuries to Children Under 13 in Passenger Vehicles										Children (<13) in Passenger Vehicles in Crashes	
	Fatalities		Suspected Serious Injuries		Suspected Minor Injuries		Possible Injuries		No Apparent Injuries			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Belt Used	3	0.04%	40	0.6%	169	2.4%	623	8.7%	6,288	88.3%	7,123	100%
Belt Not Used	5	2.1%	14	5.9%	44	18.6%	16	6.8%	158	66.7%	237	100%
Missing Data	0	0.0%	7	1.4%	13	2.5%	24	4.7%	471	91.5%	515	100%
Total	8	0.1%	61	0.8%	226	2.9%	663	8.4%	6,917	87.8%	7,875	100%

[1] Belt usage of children in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).

[2] In order to avoid citations, some people with less severe injuries might have reported wearing a seatbelt when they were not.

Table 72: Belt Use by Children with Fatal or Suspected Serious Injuries, 2008 - 2012

Belt Use of Children Under Age 13 with Fatal or Suspected Serious Injuries [1]								
Year	Belt Not Used		Belt Used		Missing Data		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	8	11.1%	53	73.6%	11	15.3%	72	100%
2009	22	22.4%	65	66.3%	11	11.2%	98	100%
2010	25	23.6%	71	67.0%	10	9.4%	106	100%
2011	20	27.8%	43	59.7%	9	12.5%	72	100%
2012	19	27.5%	43	62.3%	7	10.1%	69	100%

[1] Children under age 13 in passenger vehicles only (passenger cars, pickups, and vans/4WD/SUVs).

Drugs

This section analyzes drug involvement in crashes where alcohol was not involved. Crashes that were both drug- and alcohol-involved are excluded from this section, and are counted under alcohol-involved instead, due to DWI being mostly due to alcohol. Drug involvement is determined by the officer at the scene of the crash. Data collection began in 2007. Increases after 2007 may be due to increased usage of UCR forms that have "drug-involvement" as an option.

- Drug-involved crashes resulted in 3 fatalities and 157 injuries in 2012. (Table 74)

Table 73: Drug-involved Crashes[26] by Crash Severity, 2008 - 2012

Year	Drug-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Drug-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	5	2.6%	86	44.6%	102	52.8%	193	100%
2009	5	3.1%	77	47.2%	81	49.7%	163	100%
2010	10	3.6%	113	41.1%	152	55.3%	275	100%
2011	3	1.1%	102	36.8%	172	62.1%	277	100%
2012	3	1.3%	106	44.2%	131	54.6%	240	100%

Table 74: People in Drug-involved Crashes[26] by Severity of Injury, 2008 - 2012

People in Drug-involved Crashes												
Year	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	5	1.1%	18	3.8%	34	7.2%	84	17.8%	330	70.1%	471	100%
2009	5	1.3%	16	4.2%	35	9.3%	64	16.9%	258	68.3%	378	100%
2010	11	1.7%	28	4.3%	42	6.4%	106	16.1%	470	71.5%	657	100%
2011	3	0.5%	28	4.3%	42	6.4%	106	16.2%	476	72.7%	655	100%
2012	3	0.6%	33	6.3%	43	8.3%	81	15.5%	361	69.3%	521	100%

[26] Only drug-involved crashes. Excludes crashes that were both drug- and alcohol-involved crashes.

Drivers

The data presented in this section refer only to drivers with a New Mexico driver's license. Drivers from out of state and with unknown residence (such as in hit-and-run crashes) are excluded.

- In 2012, New Mexico residents were 92.1 percent of drivers in crashes. (Table 75)
- The crash rate among New Mexican drivers is 38 drivers per 1,000 NM licensed drivers. (Table 77)
- New Mexican drivers in the 15-19 age group have the highest crash rate at 96 drivers per 1,000 NM licensed drivers in their age group. (Figure 9, Table 77)
- New Mexican drivers in the 15-19 and 20-24 age groups both have the highest fatal crash rate at 4.2 drivers per 10,000 NM licensed drivers in these age groups. (Figure 10, Table 78)
- New Mexican drivers aged 20-24 years old had the highest percentage of drivers in fatal crashes (14.1 percent) followed by drivers aged 50-54 years old (11.7 percent). (Table 78)

Table 75: Drivers in Crashes by Residence, 2012

Residence of Drivers[1]	Severity of Injuries to Driver			Total Drivers	Percent of Total
	Fatalities	Injuries	Not Injured		
New Mexico Resident	162	10,009	46,646	56,817	92.1%
Out Of State	32	702	3,585	4,319	7.0%
Missing Data	12	78	472	562	0.9%
Total Drivers	206	10,789	50,703	61,698	100.0%

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, or 3) the person is a pedestrian or pedalcyclist.

Table 76: New Mexican Drivers in Crashes by Type of License and Crash Severity, 2012

Driver Type of License	Drivers in Fatal Crashes		Drivers in Injury Crashes		Drivers in Property Damage Only Crashes		Total Drivers in Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Operator	282	0.6%	15,272	31%	32,964	68%	48,518	100%
CDL Class A	22	1.2%	490	28%	1,254	71%	1,766	100%
CDL Class B	4	0.7%	163	27%	431	72%	598	100%
CDL Class C	5	0.8%	180	29%	426	70%	611	100%
Learner's Permit	0	0.0%	38	30%	87	70%	125	100%
ID Card (Non-license)	19	1.3%	525	37%	867	61%	1,411	100%
No License	0	0.0%	50	32%	107	68%	157	100%
Missing Data	36	1.0%	1,081	30%	2,514	69%	3,631	100%
Total Drivers	368	0.6%	17,799	31%	38,650	68%	56,817	100%

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 9: Percentage and Rate of New Mexican Drivers in Crashes by Age Group, 2012

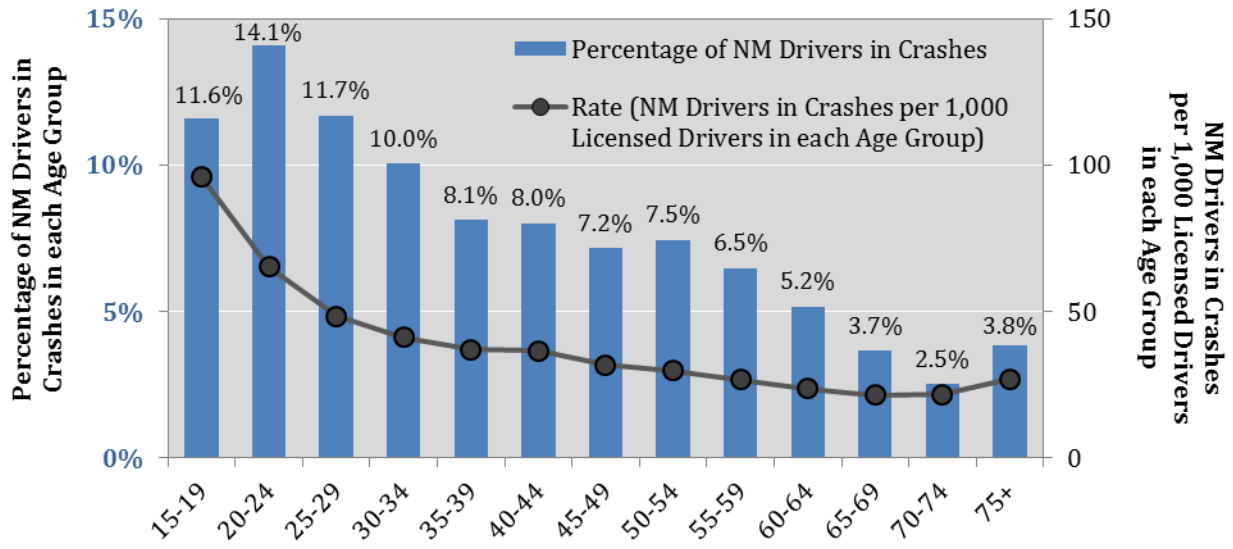


Table 77: Number, Sex, and Rate of New Mexican Drivers in Crashes by Age Group, 2012

Driver Age Group	Drivers[1] in Crashes (NM Residents)			Percent of Total Drivers in Crashes	Ratio of Male to Female Drivers	2012 Licensed Drivers	Rate (NM Drivers in Crashes per 1,000 Licensed Drivers in each Age Group)
	Males	Females	Total				
15-19	3,496	3,100	6,596	11.6%	1.13	68,554	96.2
20-24	4,251	3,763	8,014	14.1%	1.13	122,911	65.2
25-29	3,509	3,138	6,647	11.7%	1.12	137,155	48.5
30-34	2,997	2,712	5,709	10.0%	1.11	138,807	41.1
35-39	2,434	2,193	4,627	8.1%	1.11	124,869	37.1
40-44	2,413	2,144	4,557	8.0%	1.13	124,484	36.6
45-49	2,118	1,960	4,078	7.2%	1.08	128,352	31.8
50-54	2,315	1,922	4,237	7.5%	1.20	142,430	29.7
55-59	1,959	1,731	3,690	6.5%	1.13	137,631	26.8
60-64	1,619	1,325	2,944	5.2%	1.22	124,276	23.7
65-69	1,109	980	2,089	3.7%	1.13	96,823	21.6
70-74	804	641	1,445	2.5%	1.25	66,286	21.8
75+	1,305	879	2,184	3.8%	1.48	81,132	26.9
Total Drivers	30,329	26,488	56,817	100.0%	1.15	1,493,766	38.0

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Figure 10: Percentage and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2012

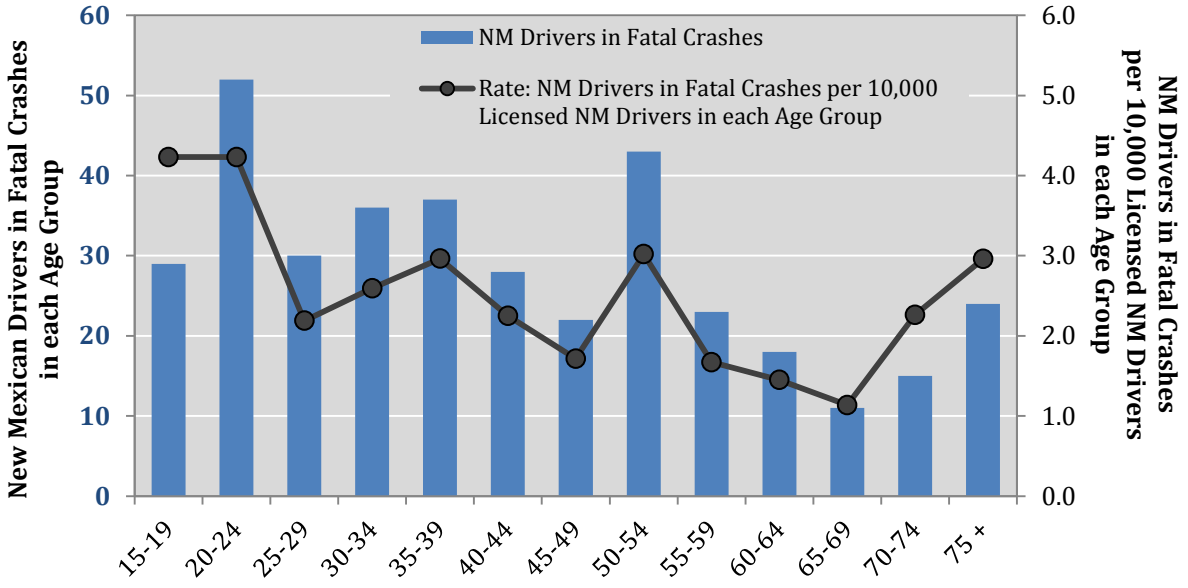


Table 78: Number and Rate of New Mexican Drivers in Fatal Crashes by Age Group, 2012

Driver Age	Drivers[1] in Fatal Crashes		2012 Licensed Drivers	Rate: NM Drivers in Fatal Crashes per 10,000 Licensed NM Drivers in each Age Group
	Count	Percent		
15-19	29	7.9%	68,554	4.2
20-24	52	14.1%	122,911	4.2
25-29	30	8.2%	137,155	2.2
30-34	36	9.8%	138,807	2.6
35-39	37	10.1%	124,869	3.0
40-44	28	7.6%	124,484	2.2
45-49	22	6.0%	128,352	1.7
50-54	43	11.7%	142,430	3.0
55-59	23	6.3%	137,631	1.7
60-64	18	4.9%	124,276	1.4
65-69	11	3.0%	96,823	1.1
70-74	15	4.1%	66,286	2.3
75 +	24	6.5%	81,132	3.0
Total	368	100.0%	1,493,766	2.5

[1] Does not include drivers where 1) age is less than 15, 2) age or sex data are not available, 3) driver residence is not in New Mexico, or 4) the person is a pedestrian or pedalcyclist.

Young Drivers

This section provides data on young drivers of motor vehicles in crashes aged 15 to 24 years old who reside in New Mexico. The section focuses on teens (15-19), but data on young adults (20-24) and alcohol-involved under-21 drivers are also included. Young drivers in crashes, if age and sex were not reported on the UCR, are excluded from this section. Young age groups *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- The teen driver crash rate (per 1,000 NM licensed teen drivers) was much lower in 2012 than in previous years due to both a decrease in the number of teen drivers in crashes and an increase in licensed teen drivers in New Mexico. (Table 79)
- Over the last five years, the number of New Mexican teen drivers of vehicles in crashes, and their percentage out of all drivers in crashes, has been decreasing. (Table 80)
- The highest percentage of teen drivers in crashes occurs from 3 p.m. to 6 p.m. (Table 81)
- Following several years of steady decline, the alcohol-involved teen driver crash rate over the past five years has varied with less of a clear trend. (Table 82)
- The number of female alcohol-involved teen drivers in crashes has increased for the second year in a row, while the number of males declined, resulting in a male to female ratio below 2.0 for the first time in five years. (Table 83)

Table 79: New Mexican Young Driver Crash Rates, 2008 - 2012

Year	Teen Drivers (15-19)[1]			Young Adult Drivers (20-24)[1]		
	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]	Drivers in Crashes	NM Licensed Drivers	Crash Rate[2]
2008	7,784	68,229	114.1	8,424	120,296	70.0
2009	8,528	66,724	127.8	9,079	121,192	74.9
2010	7,724	66,058	116.9	8,822	122,562	72.0
2011	7,306	64,091	114.0	9,057	122,293	74.1
2012	6,596	68,554	96.2	8,014	122,911	65.2

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[2] The crash rate is the number of drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 80: Percentage of New Mexican Young Drivers out of All Drivers in Crashes, 2008 - 2012[27]

Year	Teen Drivers in Crashes	Teen Drivers in Crashes as a Percent of All Drivers	Young Adult Drivers in Crashes	Young Adult Drivers in Crashes as a Percent of All Drivers	All Drivers in Crashes
2008	7,784	13.6%	8,424	14.8%	57,051
2009	8,528	13.6%	9,079	14.5%	62,744
2010	7,724	12.9%	8,822	14.7%	60,068
2011	7,306	12.0%	9,057	14.9%	60,671
2012	6,596	11.6%	8,014	14.1%	56,817

Table 81: New Mexican Young Drivers in Crashes by Hour, 2012[27]

Hour [1]	Teen (15-19) Drivers		Young Adult (20-24) Drivers	
	Count	Percent	Count	Percent
Midnight	117	1.8%	158	2.0%
1 a.m.	62	0.9%	127	1.6%
2 a.m.	51	0.8%	103	1.3%
3 a.m.	29	0.4%	57	0.7%
4 a.m.	31	0.5%	54	0.7%
5 a.m.	29	0.4%	67	0.8%
6 a.m.	67	1.0%	134	1.7%
7 a.m.	345	5.2%	311	3.9%
8 a.m.	352	5.3%	407	5.1%
9 a.m.	203	3.1%	287	3.6%
10 a.m.	182	2.8%	346	4.3%
11 a.m.	288	4.4%	358	4.5%
Noon	488	7.4%	553	6.9%
1 p.m.	356	5.4%	526	6.6%
2 p.m.	506	7.7%	579	7.2%
3 p.m.	661	10.0%	627	7.8%
4 p.m.	697	10.6%	693	8.6%
5 p.m.	641	9.7%	857	10.7%
6 p.m.	462	7.0%	520	6.5%
7 p.m.	273	4.1%	306	3.8%
8 p.m.	237	3.6%	305	3.8%
9 p.m.	202	3.1%	276	3.4%
10 p.m.	162	2.5%	187	2.3%
11 p.m.	115	1.7%	132	1.6%
Missing Data	40	0.6%	44	0.5%
Total	6,596	100.0%	8,014	100.0%

[1] For reference, crashes during the hour of 1 a.m. are from 1 a.m. to 1:59 a.m.

[27] Does not include drivers in crashes where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 82: Alcohol-involved New Mexican Young Driver Crash Rates, 2008 - 2012[28]

Year	Teen Drivers (15-19)[1]			Under-21 Drivers[1]			Young Adult Drivers (20-24)[1]		
	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[2]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[2]	Alcohol-involved Drivers in Crashes	NM Licensed Drivers	Alcohol-involved Crash Rate[2]
2008	182	68,229	2.67	267	91,107	2.93	448	120,296	3.72
2009	213	66,724	3.19	310	89,867	3.45	507	121,192	4.18
2010	141	66,058	2.13	202	89,404	2.26	412	122,562	3.36
2011	166	64,091	2.59	262	87,169	3.01	460	122,293	3.76
2012	161	68,554	2.35	215	91,668	2.35	391	122,911	3.18

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[2] The crash rate is the number of alcohol-involved drivers in each age group in crashes per 1,000 licensed drivers in that age group.

Table 83: Alcohol-involved New Mexican Young Drivers in Crashes by Sex, 2008 - 2012[28]

Year	Alcohol-involved Teen Drivers (15-19)[1]			Alcohol-involved Under-21 Drivers[1]			Alcohol-involved Young Adult Drivers (20-24)[1]		
	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females	Males	Females	Ratio of Males to Females
2008	142	40	3.6	206	61	3.4	351	97	3.6
2009	157	56	2.8	230	80	2.9	385	122	3.2
2010	112	29	3.9	162	40	4.1	321	91	3.5
2011	125	41	3.0	200	62	3.2	322	138	2.3
2012	105	56	1.9	143	72	2.0	286	105	2.7

[1] Does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

[28] Does not include drivers in crashes where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Seniors (65+)

An analysis of seniors *compared with other age groups* can be found in these sections: Speeding, Motorcycles, Pedestrians, Pedalcycles, Alcohol, Drivers, Age and Sex, and Appendices C-D.

- In 2012, drivers age 65 to 74 had only slightly lower crash rates than drivers age 75 to 84. After age 84, the rate of drivers in crashes becomes highly variable. (Figure 11)
- Over the past five years, the number of seniors in crashes has been increasing. (Table 84)
- 37.0% of senior drivers in crashes did not contribute to the cause of the crash. (Table 85)

Figure 11: Rate of New Mexican Senior Drivers in Crashes by Age, 2012[29]

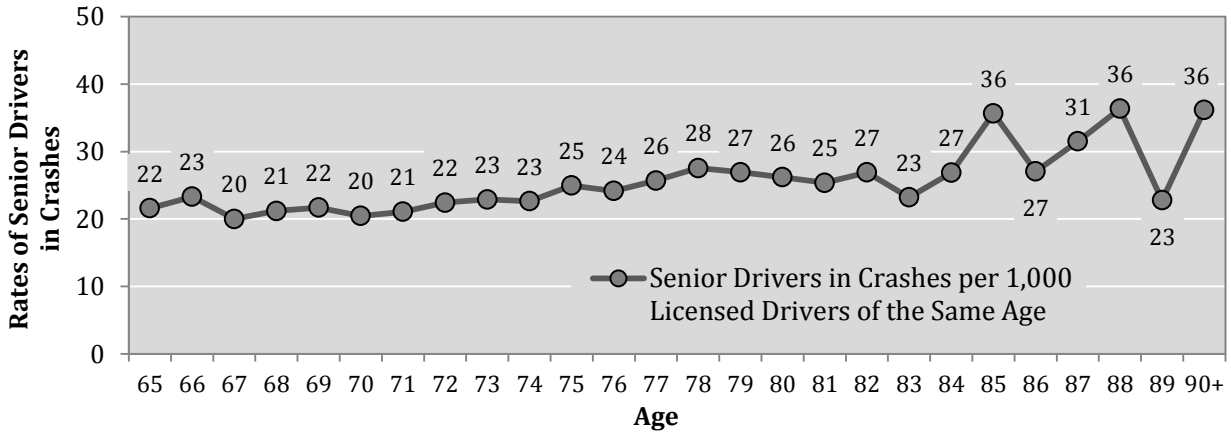


Table 84: Severity of Injuries to Seniors (65+) in Crashes, 2008 - 2012

Year	Severity of Injuries to Seniors (65+) in Crashes										Total Seniors in Crashes	
	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	52	0.7%	179	2.3%	299	3.9%	1,032	13.4%	6,147	79.7%	7,709	100%
2009	53	0.6%	159	1.9%	307	3.8%	1,015	12.4%	6,633	81.2%	8,167	100%
2010	44	0.5%	183	2.2%	356	4.3%	1,063	12.9%	6,596	80.0%	8,242	100%
2011	44	0.5%	154	1.9%	343	4.2%	992	12.1%	6,686	81.3%	8,219	100%
2012	62	0.7%	131	1.6%	316	3.8%	988	11.9%	6,826	82.0%	8,323	100%

[29] Detailed data are on pages 99 and 100. Data does not include drivers where 1) age or sex data are not available, 2) the driver residence is not in New Mexico, or 3) the person is a pedestrian or pedalcyclist.

Table 85: Top Contributing Factor of Senior New Mexican Drivers in Crashes, 2012

Top Contributing Factor of New Mexican Senior (65+) Motor Vehicle Drivers[1] in Crashes	Senior Drivers in Crashes	
	Count	Percent
Human	**2,954**	**51.7%**
Driver Inattention	839	14.7%
Failed to Yield Right of Way	703	12.3%
Following Too Closely	271	4.7%
Made Improper Turn	175	3.1%
Disregarded Traffic Signal	154	2.7%
Improper Backing	147	2.6%
Other Improper Driving	110	1.9%
Improper Lane Change	92	1.6%
Passed Stop Sign	85	1.5%
Avoid No Contact - Vehicle	70	1.2%
Alcohol/Drug-involved[2]	58	1.0%
Drove Left of Center	57	1.0%
Excessive Speed	47	0.8%
Speed to Fast for Conditions	46	0.8%
Avoid No Contact - Other	43	0.8%
Improper Overtaking	39	0.7%
Pedestrian Error	8	0.1%
Driverless Moving Vehicle	6	0.1%
Vehicle Skidded Before Brake	4	0.1%
Vehicle	**44**	**0.8%**
Other Mechanical Defect	25	0.4%
Defective Tires	9	0.2%
Inadequate Brakes	9	0.2%
Defective Steering	1	0.02%
Environment	**6**	**0.1%**
Road Defect	3	0.05%
Traffic Control Not Functioning	3	0.05%
Other[3]	**2,714**	**47.5%**
None	2,118	37.0%
Other - No Driver Error	319	5.6%
Missing Data	277	4.8%
Total Senior Drivers	**5,718**	**100.0%**

[1] See the Definitions section for the method of deriving the top contributing factor of a driver.

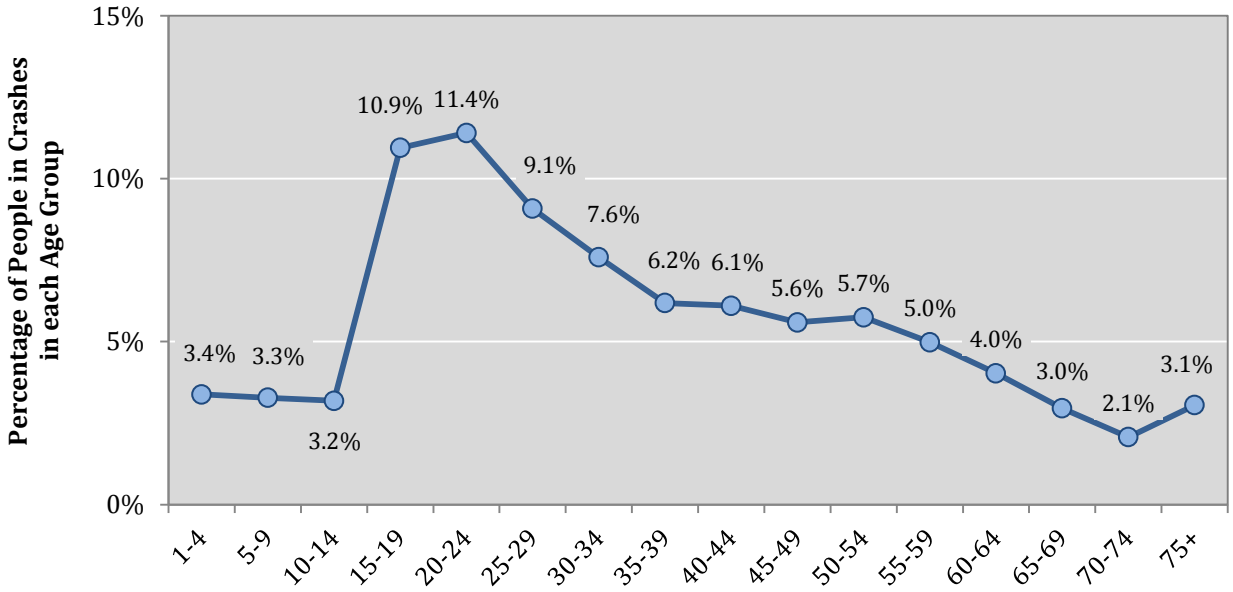
[2] Alcohol/Drug-involved is a combination of the contributing factors: Under the Influence of Alcohol and Under the Influence of Drugs or Medication.

[3] "None" and "Other – No Driver Error" are each contributing factor options on the Uniform Crash Report. "Missing Data" means no contributing factors were identified on the Uniform Crash Report for any vehicle in the crash.

Age and Sex

- In 2012, the age groups with the highest reported percentage of people in crashes were ages 15-19 (10.9 percent), ages 20-24 (11.4 percent) and ages 25-29 (9.1 percent). However, the age was unknown for 10.4 percent of people in crashes. (Figure 12, Table 86)
- In 2012, the age groups with the highest number of fatalities in crashes were ages 20-24 (44 fatalities) and ages 50-54 (46 fatalities). (Table 86)
- For the past five years, 1.1 males were in a crash for every one female in a crash. This trend is consistent regardless of age group. However, the sex was unknown for 11.9 percent of people in crashes. (Table 87)
- From 2008 to 2010, approximately two males for every one female were killed in a crash. In 2011 and 2012, this ratio was much higher (2.69 and 2.55). (Table 87)
- Compared with 2008, the number of people in crashes ages 65-74 has increased. (Table 89)
- Motorcycle drivers in crashes were 10 times more likely to be male than female. (Table 88)
- Pedalcyclists in crashes were four times more likely to be male than female. (Table 88)

Figure 12: Percentage of People in Crashes by Age Group, 2012



Behavior and Demographics – Age and Sex

Table 86: People in Crashes by Severity of Injury and Age Group, 2012

Age Group	People in Crashes						
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total	Percent of Total People[1]
1-4	6	28	96	187	3,167	3,484	**3.4%**
5-9	3	28	121	337	2,887	3,376	**3.3%**
10-14	2	44	142	382	2,713	3,283	**3.2%**
15-19	23	193	542	1,191	9,332	11,281	**10.9%**
20-24	44	226	543	1,308	9,628	11,749	**11.4%**
25-29	31	157	412	1,059	7,697	9,356	**9.1%**
30-34	25	139	326	943	6,385	7,818	**7.6%**
35-39	30	108	236	782	5,214	6,370	**6.2%**
40-44	27	129	230	740	5,162	6,288	**6.1%**
45-49	26	117	221	730	4,665	5,759	**5.6%**
50-54	46	109	216	828	4,722	5,921	**5.7%**
55-59	23	105	158	703	4,143	5,132	**5.0%**
60-64	18	86	153	547	3,350	4,154	**4.0%**
65-69	15	36	92	415	2,485	3,043	**3.0%**
70-74	17	30	86	244	1,757	2,134	**2.1%**
75+	30	65	138	329	2,584	3,146	**3.1%**
Missing Data	0	24	38	106	10,568	10,736	**10.4%**
Total	366	1,624	3,750	10,831	86,459	103,030	**100.0%**

[1] Percentages are shaded such that darker shading identifies higher percentages

Table 87: People in Crashes and People Killed in Crashes by Sex, 2008 - 2012

Year	People in Crashes					People Killed in Crashes			
	Males	Females	Missing Data	Total	Ratio Males to Females	Males	Females	Total	Ratio Males to Females
2008	49,956	44,097	20,908	114,961	1.13	243	123	366	1.98
2009	54,514	50,054	12,840	117,408	1.09	236	125	361	1.89
2010	53,379	48,823	11,384	113,586	1.09	220	129	349	1.71
2011	53,149	48,703	10,938	112,790	1.09	256	95	351	2.69
2012	47,467	43,259	12,304	103,030	1.10	263	103	366	2.55

Table 88: People in Crashes by Person Type and Sex, 2012

Person Type	People in Crashes				Ratio Males to Females
	Males	Females	Missing Data	Total	
Vehicle Occupants					
Drivers	26,040	22,324	2,446	50,810	1.17
Front Seat Passengers	6,677	8,482	425	15,584	0.79
All Other Passengers	5,340	5,580	279	11,199	0.96
Motorcyclists					
Motorcycle Drivers	1,074	103	48	1,225	10.43
Motorcycle Passengers	18	90	0	108	0.20
Nonmotorists					
Pedalcyclists	309	73	12	394	4.23
Pedestrians	268	170	9	447	1.58
Missing Data	7,741	6,437	9,085	23,263	1.20
Total	47,467	43,259	12,304	103,030	1.10

Table 89: People in Crashes by Age Group, 2008 - 2012

Age Group	People in Crashes[1]				
	2008	2009	2010	2011	2012
1-4	3,678	4,013	4,191	4,055	3,484
5-9	3,330	3,665	3,894	3,696	3,376
10-14	3,483	3,624	3,994	3,885	3,283
15-19	14,399	14,999	13,893	13,139	11,281
20-24	13,228	13,282	13,004	13,164	11,749
25-29	10,188	10,382	9,960	9,875	9,356
30-34	7,544	7,919	7,851	8,171	7,818
35-39	7,205	7,156	6,768	6,754	6,370
40-44	6,664	6,617	6,462	6,454	6,288
45-49	7,011	6,819	6,550	6,557	5,759
50-54	6,137	6,086	6,052	6,100	5,921
55-59	5,119	5,302	5,069	5,180	5,132
60-64	3,695	4,145	4,070	4,358	4,154
65-69	2,608	2,770	2,992	3,004	3,043
70-74	1,956	1,957	1,991	2,080	2,134
75+	3,145	3,440	3,259	3,135	3,146
Missing Data	15,571	15,232	13,586	13,183	10,736
Total People	114,961	117,408	113,586	112,790	103,030

[1] Numbers are shaded such that darker shading identifies higher numbers.

Crash Geography

Counties

An analysis of crashes and fatalities by county helps identify traffic safety issues across geographic areas of New Mexico. In support of this, a selection of statewide maps displaying a variety of traffic safety data across New Mexico counties is available in Appendix E (page 97) and digitally available in high-resolution color at tru.unm.edu. Additional data tables on individual counties are available in Appendix F (page 119).

Crashes

- In 2012, Bernalillo, Doña Ana and Santa Fe had the highest number of total crashes while Chaves, Curry, and Bernalillo has the highest crash rates based on vehicle miles travelled in each county. (Table 90, Table 97)
- Bernalillo had the highest number of alcohol-involved crashes in 2012, while the counties with the highest alcohol-involved crash rates based on vehicle miles travelled were Taos, Chaves, Rio Arriba, San Miguel, San Juan, and McKinley. (Table 91, Table 99)
- Over the past five years, the counties with the highest number of animal-involved crashes were San Juan, Grant and Lincoln. (Table 93)

Fatalities

- Of the 10 counties with the highest number of fatalities in 2012, Rio Arriba, Lee, McKinley, and Otero had the highest fatality rate based on vehicle miles travelled. (Table 92)
- Of the 10 counties with the highest number of motorcyclist fatalities in 2012, motorcyclists often accounted for a large percentage of the total fatalities in each county. (Table 94)
- Bernalillo, San Juan and McKinley accounted for 66 percent of all 2012 pedestrian fatalities. (Table 95)
- Pedestrian fatalities in Bernalillo and San Juan County more than doubled from 2011 to 2012. (Table 95)

Table 90: Top 10 Counties in Total Crashes, 2012[30]

2012 Rank	County	Total Crashes					Percent of All 2012 Crashes	2012 Total Crashes per 100M VMT
		2008	2009	2010	2011	2012		
1	Bernalillo	19,457	18,716	17,005	17,447	16,563	40.3%	273.1
2	Doña Ana	3,995	4,137	4,140	4,177	3,993	9.7%	166.9
3	Santa Fe	3,763	3,511	3,325	3,283	2,979	7.3%	160.9
4	San Juan	2,843	2,619	2,363	2,431	2,320	5.6%	135.2
5	Chaves	1,647	1,494	1,413	1,342	1,837	4.5%	304.3
6	Sandoval	1,889	1,964	1,949	1,821	1,587	3.9%	133.7
7	Lea	1,471	1,259	1,300	1,447	1,384	3.4%	183.8
8	McKinley	1,178	1,318	1,298	1,332	1,352	3.3%	98.2
9	Otero	1,057	1,104	1,101	1,165	1,136	2.8%	149.4
10	Curry	1,007	1,225	1,095	940	979	2.4%	279.1
All Other Counties		8,134	8,809	7,813	7,842	6,953	16.9%	-
Total		46,441	46,156	42,802	43,227	41,083	100.0%	159.3

Table 91: Top 10 Counties in Alcohol-involved Crashes, 2012[31]

2012 Rank	County	Alcohol-involved Crashes					Percent of All 2012 Crashes	2012 Alcohol-involved Crashes per 100M VMT
		2008	2009	2010	2011	2012		
1	Bernalillo	770	846	598	681	642	29.5%	10.6
2	San Juan	254	212	206	213	199	9.1%	11.6
3	Doña Ana	215	260	212	235	187	8.6%	7.8
4	Santa Fe	233	208	192	214	172	7.9%	9.3
5	McKinley	142	170	128	138	152	7.0%	11.0
6	Sandoval	136	111	99	101	113	5.2%	9.5
7	Chaves	109	84	68	76	93	4.3%	15.4
8	Lea	118	83	98	83	72	3.3%	9.6
9	Otero	54	55	54	69	71	3.3%	9.3
10	Rio Arriba	51	88	46	50	64	2.9%	13.4
All Other Counties		517	581	461	460	411	18.9%	-
Total		2,599	2,698	2,162	2,320	2,176	100.0%	8.4

[30] See page 67 for total crashes in all counties, and pages 123-124 for crash rates using county population.

[31] See page 69 for alcohol-involved crashes in all counties, and page 126 for alcohol-involved crash rates using county population.

Crash Geography – Counties

Table 92: Top 10 Counties in Fatalities, 2012[32]

2012 Rank[1]	County	Fatalities in Crashes					Percent of all 2012 Fatalities	2012 Fatalities per 100M VMT
		2008	2009	2010	2011	2012		
1	Bernalillo	57	57	46	44	69	18.9%	1.14
2	McKinley	32	34	25	33	29	7.9%	2.11
3	San Juan	30	15	30	28	27	7.4%	1.57
3	Doña Ana	13	29	25	18	27	7.4%	1.13
5	Rio Arriba	16	16	7	11	19	5.2%	3.97
6	Santa Fe	14	23	26	18	18	4.9%	0.97
7	Lea	16	13	20	15	17	4.6%	2.26
8	Otero	9	8	12	14	16	4.4%	2.10
9	Eddy	16	15	14	8	14	3.8%	1.63
10	Sandoval	22	24	14	12	12	3.3%	1.01
All Other Counties		141	127	130	150	118	32.2%	-
Total		366	361	349	351	366	100.0%	1.42

[1] Two counties have the same number of 2012 fatalities and therefore the same rank.

Table 93: Top 10 Counties in Animal-involved Crashes, 2012[33]

2012 Rank	County	Animal-involved Crashes					Percent of All 2012 Crashes	2012 Animal-involved Crashes per 100M VMT
		2008	2009	2010	2011	2012		
1	San Juan	159	190	167	150	173	12.7%	10.1
2	Grant	124	123	74	87	125	9.2%	28.5
3	Lincoln	117	115	117	112	100	7.3%	25.7
4	Rio Arriba	116	105	110	108	89	6.5%	18.6
5	Colfax	56	87	87	103	85	6.2%	26.0
6	Otero	69	70	81	67	81	6.0%	10.7
7	McKinley	42	61	55	89	71	5.2%	5.2
8	Chaves	78	96	58	62	67	4.9%	11.1
9	Sandoval	59	58	56	81	55	4.0%	4.6
10	Lea	61	63	37	37	49	3.6%	6.5
All Other Counties		519	590	480	563	466	34.2%	-
Total		1,400	1,558	1,322	1,459	1,361	100.0%	5.3

[32] See page 119 for crash-related fatalities in all counties, and page 125 for fatality rates using county population.

[33] See page 122 for animal-involved crashes in all counties.

Table 94: Top 10 Counties in Motorcyclist (Driver and Passenger) Fatalities, 2012[34]

2012 Rank[1]	County	Motorcyclist Fatalities in Crashes					Percent of all 2012 MC Fatalities	2012 Total Fatalities	Motorcyclist Fatalities as a Percent of 2012 Total Fatalities
		2008	2009	2010	2011	2012			
1	Bernalillo	16	13	11	11	18	27.3%	69	26.1%
2	Otero	1	0	4	5	5	7.6%	16	31.3%
2	Taos	3	2	2	0	5	7.6%	8	62.5%
4	Eddy	2	0	0	0	4	6.1%	14	28.6%
4	Lea	4	1	3	0	4	6.1%	17	23.5%
4	Rio Arriba	4	4	1	4	4	6.1%	19	21.1%
4	Santa Fe	3	4	3	3	4	6.1%	18	22.2%
4	Doña Ana	2	1	3	3	4	6.1%	27	14.8%
4	Torrance	1	0	0	0	4	6.1%	10	40.0%
10	San Juan	2	4	1	3	3	4.5%	27	11.1%
10	Valencia	2	0	3	2	3	4.5%	10	30.0%
All Other Counties		13	17	11	18	8	12.1%	131	6.1%
Total		53	46	42	49	66	100.0%	366	18.0%

[1] Counties with the same number of motorcyclist fatalities in 2012 have the same rank number.

Table 95: Top 10 Counties in Pedestrian Fatalities, 2012[35]

2012 Rank[1]	County	Pedestrian Fatalities in Crashes					Percent of all 2012 Pedestrian Fatalities	2012 Total Fatalities	Pedestrian Fatalities as a Percent of 2012 Total Fatalities
		2008	2009	2010	2011	2012			
1	Bernalillo	14	11	9	9	21	34.4%	69	30.4%
2	San Juan	2	3	6	5	12	19.7%	27	44.4%
3	McKinley	7	9	1	6	7	11.5%	29	24.1%
4	Santa Fe	2	4	3	3	4	6.6%	18	22.2%
4	Doña Ana	0	2	4	0	4	6.6%	27	14.8%
6	Lincoln	0	0	0	0	3	4.9%	4	75.0%
7	Sandoval	2	0	0	1	2	3.3%	12	16.7%
7	Otero	1	2	4	2	2	3.3%	16	12.5%
7	Luna	0	0	1	0	2	3.3%	5	40.0%
10	Taos	1	0	1	1	1	1.6%	8	12.5%
10	Socorro	1	0	0	1	1	1.6%	4	25.0%
10	San Miguel	1	1	0	1	1	1.6%	9	11.1%
10	Hidalgo	0	0	0	0	1	1.6%	3	33.3%
All Other Counties		9	9	5	7	0	0.0%	135	0.0%
Total		40	41	34	36	61	100.0%	366	16.7%

[1] Counties with the same number of pedestrian fatalities have the same rank number. For example, Sandoval, Otero and Luna all rank 7th (two fatalities in 2012), and therefore there is no 8th or 9th ranking.

[34] See page 120 for motorcyclist fatalities in all counties.

[35] See page 121 for pedestrian fatalities in all counties.

Crash Geography – Counties

Table 96: Severity of Crashes by County, 2012

County	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Bernalillo	68	20.2%	4,279	38.8%	12,216	41.1%	16,563	40.3%
Catron	2	0.6%	8	0.1%	34	0.1%	44	0.1%
Chaves	6	1.8%	480	4.4%	1,351	4.5%	1,837	4.5%
Cibola	8	2.4%	118	1.1%	300	1.0%	426	1.0%
Colfax	4	1.2%	73	0.7%	228	0.8%	305	0.7%
Curry	4	1.2%	215	2.0%	760	2.6%	979	2.4%
De Baca	1	0.3%	8	0.1%	9	0.03%	18	0.04%
Doña Ana	22	6.5%	1,125	10.2%	2,846	9.6%	3,993	9.7%
Eddy	14	4.2%	270	2.5%	652	2.2%	936	2.3%
Grant	5	1.5%	129	1.2%	500	1.7%	634	1.5%
Guadalupe	6	1.8%	54	0.5%	115	0.4%	175	0.4%
Harding	2	0.6%	0	0.0%	4	0.01%	6	0.01%
Hidalgo	2	0.6%	15	0.1%	80	0.3%	97	0.2%
Lea	17	5.0%	381	3.5%	986	3.3%	1,384	3.4%
Lincoln	4	1.2%	116	1.1%	351	1.2%	471	1.1%
Los Alamos	0	0.0%	20	0.2%	64	0.2%	84	0.2%
Luna	5	1.5%	86	0.8%	282	0.9%	373	0.9%
McKinley	24	7.1%	335	3.0%	993	3.3%	1,352	3.3%
Mora	5	1.5%	22	0.2%	83	0.3%	110	0.3%
Otero	14	4.2%	353	3.2%	769	2.6%	1,136	2.8%
Quay	4	1.2%	50	0.5%	137	0.5%	191	0.5%
Rio Arriba	17	5.0%	177	1.6%	442	1.5%	636	1.5%
Roosevelt	2	0.6%	58	0.5%	249	0.8%	309	0.8%
San Juan	25	7.4%	688	6.2%	1,607	5.4%	2,320	5.6%
San Miguel	8	2.4%	112	1.0%	363	1.2%	483	1.2%
Sandoval	11	3.3%	444	4.0%	1,132	3.8%	1,587	3.9%
Santa Fe	18	5.3%	932	8.5%	2,029	6.8%	2,979	7.3%
Sierra	6	1.8%	65	0.6%	151	0.5%	222	0.5%
Socorro	4	1.2%	69	0.6%	232	0.8%	305	0.7%
Taos	8	2.4%	159	1.4%	408	1.4%	575	1.4%
Torrance	9	2.7%	30	0.3%	69	0.2%	108	0.3%
Union	2	0.6%	22	0.2%	61	0.2%	85	0.2%
Valencia	10	3.0%	125	1.1%	225	0.8%	360	0.9%
Total	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

Crash Geography – Counties

Table 97: Total Crashes by County, 2008 - 2012[36]

County	Total Crashes					Percent of All 2012 Crashes	2012 Vehicle Miles Traveled (100M VMT)	2012 Crashes per 100M VMT
	2008	2009	2010	2011	2012			
Bernalillo	19,456	18,716	17,005	17,447	16,563	40.3%	60.64	273.1
Catron	37	25	32	22	44	0.1%	0.87	50.9
Chaves	1,647	1,494	1,413	1,342	1,837	4.5%	6.04	304.3
Cibola	483	502	421	418	426	1.0%	6.82	62.5
Colfax	365	351	379	370	305	0.7%	3.26	93.5
Curry	1,007	1,225	1,095	940	979	2.4%	3.51	279.1
De Baca	28	25	31	26	18	0.0%	1.45	12.5
Doña Ana	3,995	4,137	4,140	4,177	3,993	9.7%	23.93	166.9
Eddy	1,367	1,208	978	876	936	2.3%	8.59	108.9
Grant	664	563	444	529	634	1.5%	4.38	144.7
Guadalupe	196	176	183	156	175	0.4%	5.21	33.6
Harding	10	6	4	9	6	0.0%	0.27	22.2
Hidalgo	93	103	112	115	97	0.2%	2.71	35.8
Lea	1,471	1,259	1,300	1,447	1,384	3.4%	7.53	183.8
Lincoln	437	536	532	532	471	1.1%	3.89	120.9
Los Alamos	185	217	139	128	84	0.2%	1.29	65.0
Luna	446	453	421	416	373	0.9%	9.21	40.5
McKinley	1,178	1,318	1,298	1,332	1,352	3.3%	13.77	98.2
Mora	46	78	113	96	110	0.3%	1.27	86.4
Otero	1,057	1,104	1,101	1,165	1,136	2.8%	7.60	149.4
Quay	213	276	225	210	191	0.5%	4.75	40.2
Rio Arriba	638	599	515	481	636	1.5%	4.79	132.9
Roosevelt	330	343	224	346	309	0.8%	2.95	104.6
San Juan	2,843	2,619	2,363	2,431	2,320	5.6%	17.16	135.2
San Miguel	310	448	509	606	483	1.2%	3.22	149.9
Sandoval	1,889	1,964	1,949	1,821	1,587	3.9%	11.87	133.7
Santa Fe	3,763	3,511	3,325	3,283	2,979	7.3%	18.52	160.9
Sierra	257	246	181	222	222	0.5%	1.94	114.3
Socorro	332	351	328	344	305	0.7%	5.16	59.1
Taos	499	753	784	700	575	1.4%	2.88	199.4
Torrance	245	337	253	273	108	0.3%	4.56	23.7
Union	103	98	86	103	85	0.2%	1.31	65.0
Valencia	850	1,115	919	864	360	0.9%	6.49	55.4
Total	46,440	46,156	42,802	43,227	41,083	100.0%	257.85	159.3

[36] See pages 123-124 for crash rates using county population.

Crash Geography – Counties

Table 98: Severity of Injuries to People in Crashes by County, 2012

County	People in Crashes						Percent of Total People
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	
Bernalillo	69	525	1,178	4,418	36,249	42,439	41.2%
Catron	2	0	6	8	62	78	0.08%
Chaves	8	45	186	515	3,863	4,617	4.5%
Cibola	8	14	71	87	770	950	0.9%
Colfax	5	12	33	48	514	612	0.6%
Curry	4	34	93	196	2,217	2,544	2.5%
De Baca	1	0	6	3	22	32	0.03%
Doña Ana	27	187	365	1,031	8,619	10,229	9.9%
Eddy	14	48	110	255	1,892	2,319	2.3%
Grant	6	20	52	106	1,142	1,326	1.3%
Guadalupe	8	11	36	42	296	393	0.4%
Harding	3	0	0	0	7	10	0.01%
Hidalgo	3	0	11	8	167	189	0.2%
Lea	17	79	139	356	2,918	3,509	3.4%
Lincoln	4	10	54	91	804	963	0.9%
Los Alamos	0	0	5	23	183	211	0.2%
Luna	5	12	47	71	744	879	0.9%
McKinley	29	50	146	348	2,913	3,486	3.4%
Mora	5	4	17	24	180	230	0.2%
Otero	16	79	113	329	2,201	2,738	2.7%
Quay	5	12	42	35	342	436	0.4%
Rio Arriba	19	35	82	202	1,140	1,478	1.4%
Roosevelt	2	11	28	37	598	676	0.7%
San Juan	27	115	253	687	5,089	6,171	6.0%
San Miguel	9	36	49	91	918	1,103	1.1%
Sandoval	12	88	167	437	3,288	3,992	3.9%
Santa Fe	18	82	245	991	6,342	7,678	7.5%
Sierra	6	18	37	38	342	441	0.4%
Socorro	4	16	47	36	517	620	0.6%
Taos	8	36	51	135	1,073	1,303	1.3%
Torrance	10	11	31	25	169	246	0.2%
Union	2	6	10	20	151	189	0.2%
Valencia	10	28	40	138	727	943	0.9%
Total People	366	1,624	3,750	10,831	86,459	103,030	100.0%

Table 99: Alcohol-involved Crashes by County, 2008 - 2012

County	Alcohol-involved Crashes					Percent of All 2012 Crashes	2012 Vehicle Miles Traveled (100M VMT)	2012 Alcohol-involved Crashes per 100M VMT
	2008	2009	2010	2011	2012			
Bernalillo	770	846	598	681	642	29.5%	60.64	10.6
Catron	3	2	3	1	4	0.2%	0.87	4.6
Chaves	109	84	68	76	93	4.3%	6.04	15.4
Cibola	53	59	26	32	40	1.8%	6.82	5.9
Colfax	25	16	20	19	17	0.8%	3.26	5.2
Curry	46	51	43	44	37	1.7%	3.51	10.5
De Baca	0	2	2	2	0	0.0%	1.45	0.0
Doña Ana	215	260	212	235	187	8.6%	23.93	7.8
Eddy	81	66	43	35	49	2.3%	8.59	5.7
Grant	48	33	23	32	37	1.7%	4.38	8.4
Guadalupe	5	11	11	8	8	0.4%	5.21	1.5
Harding	0	1	0	0	2	0.1%	0.27	7.4
Hidalgo	5	4	3	6	2	0.1%	2.71	0.7
Lea	118	83	98	83	72	3.3%	7.53	9.6
Lincoln	31	26	31	24	30	1.4%	3.89	7.7
Los Alamos	9	11	4	6	2	0.1%	1.29	1.5
Luna	14	26	19	18	5	0.2%	9.21	0.5
McKinley	142	170	128	138	152	7.0%	13.77	11.0
Mora	4	6	6	7	4	0.2%	1.27	3.1
Otero	54	55	54	69	71	3.3%	7.60	9.3
Quay	6	8	4	7	9	0.4%	4.75	1.9
Rio Arriba	51	88	46	50	64	2.9%	4.79	13.4
Roosevelt	24	26	25	15	18	0.8%	2.95	6.1
San Juan	254	212	206	213	199	9.1%	17.16	11.6
San Miguel	28	30	41	47	39	1.8%	3.22	12.1
Sandoval	136	111	99	101	113	5.2%	11.87	9.5
Santa Fe	233	208	192	214	172	7.9%	18.52	9.3
Sierra	7	15	12	18	12	0.6%	1.94	6.2
Socorro	25	29	17	11	18	0.8%	5.16	3.5
Taos	38	64	69	64	46	2.1%	2.88	16.0
Torrance	10	21	11	10	6	0.3%	4.56	1.3
Union	4	6	8	6	3	0.1%	1.31	2.3
Valencia	51	68	40	48	23	1.1%	6.49	3.5
Total	2,599	2,698	2,162	2,320	2,176	100.0%	257.85	8.4

Crash Geography – Counties

Table 100: Severity of Injuries to People in Alcohol-involved Crashes by County, 2012

County	People in Alcohol-involved Crashes						Percent of Total
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	
Bernalillo	28	51	118	192	1,147	1,536	31.4%
Catron	2	0	6	2	0	10	0.2%
Chaves	4	5	29	20	157	215	4.4%
Cibola	1	7	13	10	81	112	2.3%
Colfax	1	3	4	4	8	20	0.4%
Curry	2	9	7	11	54	83	1.7%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	6	22	51	49	269	397	8.1%
Eddy	4	14	8	12	77	115	2.3%
Grant	1	5	7	8	56	77	1.6%
Guadalupe	1	1	2	2	13	19	0.4%
Harding	3	0	0	0	1	4	0.1%
Hidalgo	0	0	0	0	2	2	0.0%
Lea	6	12	16	21	84	139	2.8%
Lincoln	3	2	6	4	34	49	1.0%
Los Alamos	0	0	0	0	4	4	0.1%
Luna	0	0	3	0	6	9	0.2%
McKinley	21	16	43	58	266	404	8.2%
Mora	2	0	1	0	2	5	0.1%
Otero	8	17	17	18	80	140	2.9%
Quay	0	3	4	0	7	14	0.3%
Rio Arriba	8	8	19	41	85	161	3.3%
Roosevelt	0	3	5	2	29	39	0.8%
San Juan	15	36	39	59	315	464	9.5%
San Miguel	6	6	5	6	52	75	1.5%
Sandoval	8	21	37	29	146	241	4.9%
Santa Fe	7	15	36	48	254	360	7.3%
Sierra	1	0	2	4	16	23	0.5%
Socorro	2	7	9	0	25	43	0.9%
Taos	4	6	5	4	54	73	1.5%
Torrance	5	1	4	1	4	15	0.3%
Union	0	1	1	0	1	3	0.1%
Valencia	4	5	8	7	23	47	1.0%
Total People	153	276	505	612	3,352	4,898	100.0%

Cities

An analysis of crashes by city helps identify traffic safety issues across geographic areas of New Mexico. A selection of city crash maps is also available in Appendix E (page 97) and digitally available in high-resolution color at www.tru.unm.edu. In some cities, non-resident drivers passing through may contribute to a high crash rate in a city with a relatively small population.

- The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe in 2012. (Table 101, Table 102)
- In 2012, of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Taos (55.6), Silver City (37.1), Santa Fe (35.0), Gallup (33.4), Roswell (32.8), and Las Cruces (31.3). (Table 101)
- In 2012, of the 20 cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 1,000 city residents) were in Taos (3.3), Española (3.3), Gallup (3.1), Zuni Pueblo (2.1), Grants (2.1), and Shiprock (2.0). (Table 102)

Table 101: Top Fifteen Cities in Total Crashes, 2012

Rank	City	Total Crashes					2012 Population	Crashes per 1,000 City Residents
		2008	2009	2010	2011	2012		
1	Albuquerque	18,961	18,302	16,491	17,035	16,072	554,621	28.98
2	Las Cruces	3,167	3,200	3,246	3,354	3,162	101,060	**31.29**
3	Santa Fe	2,709	2,413	2,236	2,200	2,425	69,350	**34.97**
4	Roswell	1,323	1,198	1,159	1,071	1,593	48,504	**32.84**
5	Farmington	1,508	1,393	1,282	1,330	1,261	45,893	27.48
6	Rio Rancho	1,064	1,251	1,176	1,196	1,130	90,775	12.45
7	Clovis	853	1,074	944	800	867	39,495	21.95
8	Hobbs	935	731	800	886	798	34,956	22.83
9	Gallup	757	760	760	737	737	22,099	**33.35**
10	Carlsbad	824	833	769	702	661	26,749	24.71
11	Alamogordo	677	702	682	758	652	31,485	20.71
12	Silver City	374	336	256	347	381	10,278	**37.07**
13	Taos	330	321	372	364	316	5,689	**55.55**
14	Las Vegas	284	335	305	379	302	13,855	21.80
14	Española	598	567	382	429	302	10,236	29.50
All Other Crashes		12,077	12,740	11,942	11,639	10,424	-	-
Statewide Total		46,441	46,156	42,802	43,227	41,083	2,083,540	19.72

Crash Geography – Cities

Table 102: Top Twenty Cities in Alcohol-involved Crashes, 2012

Rank[1]	City	Alcohol-involved Crashes					2012 Population[2]	Alcohol-involved Crashes per 1,000 City Residents
		2008	2009	2010	2011	2012		
1	Albuquerque	730	801	558	654	592	554,621	1.07
2	Santa Fe	143	109	107	140	131	69,350	1.89
3	Las Cruces	139	151	130	151	102	101,060	1.01
4	Farmington	107	93	79	84	81	45,893	1.76
5	Roswell	75	61	49	47	75	48,504	1.55
6	Gallup	83	86	55	59	68	22,099	**3.08**
7	Rio Rancho	69	61	55	57	66	90,775	0.73
8	Hobbs	81	51	54	48	38	34,956	1.09
8	Carlsbad	41	34	31	25	38	26,749	1.42
10	Española	43	37	26	26	34	10,236	**3.32**
11	Clovis	29	37	27	33	30	39,495	0.76
12	Alamogordo	24	23	28	34	29	31,485	0.92
13	Las Vegas	25	17	20	25	22	13,855	1.59
14	Silver City	20	15	11	19	19	10,278	1.85
14	Grants	15	18	9	13	19	9,215	**2.06**
14	Taos	22	26	28	25	19	5,689	**3.34**
17	Anthony	5	14	13	8	18	9,510	1.89
18	Shiprock	25	21	19	23	17	8,295	**2.05**
19	Ruidoso	13	13	15	17	14	8,000	1.75
20	Portales	15	17	19	13	13	12,677	1.03
20	Zuni Pueblo	1	18	22	18	13	6,302	**2.06**
All Other Crashes		938	1,050	855	845	738	-	-
Statewide Total		2,643	2,753	2,210	2,364	2,176	2,083,540	1.04

[1] Cities have the same rank when they have the same number of crashes in 2012.

[2] The populations of Shiprock CDP (Census Designated Place) and Zuni Pueblo CDP are based on the 2010 U.S. Census. Accessed 7/22/2014 at http://quickfacts.census.gov/qfd/states/35000.html.

Table 103: Severity of Crashes and Severity of Injury in Crashes by City, 2012

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	0	11	11	0	0	27	27
Alamogordo	4	184	464	652	4	258	1,464	1,726
Albuquerque	55	4,135	11,882	16,072	56	5,915	35,406	41,377
Alcalde	0	8	10	18	0	16	26	42
Algodones	1	9	17	27	1	11	55	67
Alto	0	2	13	15	0	3	29	32
Angel Fire	0	3	13	16	0	4	24	28
Anthony	1	42	88	131	3	61	223	287
Arenas Valley	0	4	10	14	0	6	20	26
Arroyo Hondo	0	0	10	10	0	0	19	19
Arroyo Seco	0	3	16	19	0	5	40	45
Artesia	0	18	66	84	0	25	157	182
Aztec	4	31	134	169	5	43	359	407
Bayard	0	3	32	35	0	5	69	74
Belen	2	41	99	142	2	58	313	373
Berino	0	3	13	16	0	3	29	32
Bernalillo	0	16	62	78	0	21	188	209
Bloomfield	1	38	114	153	1	57	364	422
Bosque Farms	0	24	27	51	0	42	103	145
Capitan	0	5	14	19	0	5	21	26
Carlsbad	3	175	483	661	3	260	1,481	1,744
Chama	0	0	20	20	0	0	32	32
Chaparral	0	20	63	83	0	38	155	193
Chimayo	0	7	28	35	0	13	76	89
Church Rock	2	8	11	21	2	13	45	60
Clayton	1	4	34	39	1	5	85	91
Cloudcroft	1	11	21	33	1	17	41	59
Clovis	1	176	690	867	1	258	2,058	2,317
Continental Divide	0	2	11	13	0	3	24	27
Corrales	0	12	28	40	0	17	78	95
Crownpoint	1	3	9	13	2	9	31	42
Cuba	0	14	37	51	0	24	82	106
Deming	1	55	235	291	1	78	636	715
Dexter	0	5	8	13	0	8	24	32
Doña Ana	0	18	14	32	0	23	48	71
Dulce	0	3	23	26	0	4	54	58
Edgewood	0	17	50	67	0	21	132	153
El Prado	1	9	14	24	1	11	42	54
Elephant Butte	0	5	10	15	0	7	17	24

Crash Geography – Cities

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Española	0	91	211	302	0	149	692	841
Eunice	0	13	36	49	0	16	77	93
Farmington	2	366	893	1,261	2	560	3,050	3,612
Flora Vista	0	6	14	20	0	9	36	45
Fort Wingate	0	4	7	11	0	4	16	20
Fruitland	2	11	9	22	2	21	29	52
Gallup	4	175	558	737	5	279	1,811	2,095
Gamerco	0	8	16	24	0	12	45	57
Grants	0	29	123	152	0	40	321	361
Hatch	1	7	24	32	1	9	61	71
Hernandez	0	10	14	24	0	18	30	48
High Rolls	0	5	6	11	0	6	15	21
Hobbs	5	221	572	798	5	335	1,907	2,247
Isleta Pueblo	2	28	56	86	2	43	147	192
Jal	0	4	34	38	0	5	61	66
Jemez Pueblo	0	4	6	10	0	5	14	19
Jemez Springs	0	8	15	23	0	11	26	37
Kirtland	1	8	23	32	1	10	86	97
La Luz	2	12	18	32	2	19	40	61
La Mesa	0	7	6	13	0	8	15	23
Laguna	1	20	19	40	1	24	69	94
Las Cruces	6	873	2,283	3,162	7	1,201	7,136	8,344
Las Vegas	3	51	248	302	4	76	640	720
Lordsburg	1	3	38	42	2	6	88	96
Los Alamos	0	20	66	86	0	28	188	216
Los Lunas	1	11	55	67	1	18	145	164
Lovington	0	28	210	238	0	42	573	615
Manuelito	0	2	13	15	0	5	28	33
Mentmore	0	4	8	12	0	8	16	24
Mescalero	1	5	8	14	1	5	24	30
Mesilla	0	10	24	34	0	12	73	85
Mesquite	0	5	10	15	0	7	28	35
Milan	0	10	28	38	0	13	66	79
Mimbres	0	3	14	17	0	4	24	28
Mora	0	0	24	24	0	0	46	46
Moriarty	4	32	71	107	4	56	179	239
Nageezi	1	5	4	10	1	9	10	20
Nogal	2	2	9	13	2	4	14	20
Pecos	0	4	24	28	0	5	62	67

Table 103 continued

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Peralta	0	25	25	50	0	40	107	147
Placitas	0	5	15	20	0	5	30	35
Pojoaque	0	6	16	22	0	14	56	70
Portales	0	36	204	240	0	48	511	559
Prewitt	0	13	18	31	0	19	55	74
Ranchos De Taos	0	16	25	41	0	27	78	105
Raton	0	21	103	124	0	30	247	277
Red River	0	5	8	13	0	7	19	26
Rio Rancho	3	322	805	1,130	3	499	2,451	2,953
Roswell	3	399	1,191	1,593	4	619	3,501	4,124
Ruidoso	0	54	159	213	0	73	436	509
Ruidoso Downs	1	8	20	29	1	13	59	73
San Antonio	0	4	7	11	0	6	19	25
San Felipe	1	3	20	24	1	9	40	50
San Ysidro	1	4	7	12	1	7	33	41
Santa Ana Pueblo	0	3	10	13	0	5	21	26
Santa Clara (Central)	0	2	16	18	0	3	31	34
Santa Fe	9	766	1,650	2,425	9	1,062	5,305	6,376
Santa Rosa	0	17	22	39	0	24	66	90
Santa Teresa	0	11	20	31	0	12	52	64
Santo Domingo	0	3	9	12	0	3	28	31
Shiprock	2	40	40	82	3	59	177	239
Silver City	1	79	301	381	2	102	760	864
Socorro	1	21	131	153	1	31	297	329
Sunland Park	0	18	68	86	0	30	201	231
Taos	0	77	239	316	0	105	669	774
Texico	0	4	16	20	0	4	49	53
Thoreau	0	9	20	29	0	14	49	63
Tijeras	1	3	9	13	1	5	25	31
T or C	0	30	90	120	0	42	200	242
Tucumcari	0	11	71	82	0	18	163	181
Tularosa	0	18	35	53	0	32	107	139
University Park	0	11	61	72	0	12	152	164
Vado	0	10	14	24	0	11	41	52
Williamsburg	2	3	6	11	2	4	18	24
Zuni Pueblo	1	9	65	75	1	12	159	172
Rural and Other[1]	193	1,734	3,531	5,458	210	2,770	8,282	11,262
Total	**337**	**11,018**	**29,728**	**41,083**	**366**	**16,205**	**86,459**	**103,030**

[1] The term "other" refers to towns or places with fewer than ten crashes in 2012.

Crash Geography – Cities

Table 104: Severity of Alcohol-involved Crashes and Injuries by City, 2012

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Alamogordo	2	11	16	29	2	17	40	59
Albuquerque	20	230	342	592	20	340	1,081	1,441
Alcalde	0	0	2	2	0	0	5	5
Algodones	1	2	0	3	1	4	4	9
Angel Fire	0	2	2	4	0	2	2	4
Anthony	0	12	6	18	0	14	13	27
Arenas Valley	0	1	1	2	0	3	3	6
Arroyo Seco	0	0	3	3	0	0	4	4
Artesia	0	2	1	3	0	2	8	10
Aztec	0	2	4	6	0	3	6	9
Bayard	0	0	3	3	0	0	6	6
Belen	1	1	4	6	1	1	10	12
Bent	0	2	0	2	0	2	2	4
Berino	0	0	2	2	0	0	2	2
Bernalillo	0	3	4	7	0	3	9	12
Bloomfield	0	2	8	10	0	2	22	24
Bosque Farms	0	3	0	3	0	4	0	4
Carlsbad	2	14	22	38	2	24	66	92
Cebolla	0	0	2	2	0	0	3	3
Chaparral	0	4	6	10	0	8	13	21
Chimayo	0	0	2	2	0	0	3	3
Church Rock	2	2	3	7	2	7	14	23
Clayton	0	2	1	3	0	2	1	3
Clovis	0	11	19	30	0	15	53	68
Corrales	0	1	3	4	0	1	4	5
Crownpoint	1	1	0	2	2	6	1	9
Cuba	0	2	1	3	0	2	3	5
Deming	0	2	2	4	0	2	6	8
Doña Ana	0	2	2	4	0	3	2	5
Edgewood	0	2	1	3	0	2	3	5
El Prado	1	0	3	4	1	0	4	5
Elephant Butte	0	1	2	3	0	1	3	4
Española	0	12	22	34	0	37	63	100
Eunice	0	2	2	4	0	3	4	7
Farmington	1	32	48	81	1	53	135	189

Table 104 continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Flora Vista	0	2	1	3	0	2	3	5
Fort Wingate	0	1	1	2	0	1	2	3
Fruitland	2	6	1	9	2	8	11	21
Gallup	2	29	37	68	2	40	162	204
Gamerco	0	2	2	4	0	2	12	14
Grants	0	9	10	19	0	12	42	54
Hatch	0	1	1	2	0	1	2	3
Hernandez	0	2	2	4	0	2	3	5
Hobbs	2	14	22	38	2	26	58	86
Hurley	0	1	1	2	0	1	1	2
Isleta Pueblo	1	4	6	11	1	5	13	19
Kirtland	1	3	2	6	1	3	7	11
La Luz	1	2	1	4	1	5	3	9
La Mesa	0	1	2	3	0	1	4	5
Laguna	1	1	3	5	1	2	13	16
Las Cruces	2	36	64	102	2	61	183	246
Las Vegas	3	4	15	22	4	9	35	48
Lordsburg	0	0	2	2	0	0	2	2
Los Alamos	0	0	2	2	0	0	4	4
Los Lunas	0	2	2	4	0	4	4	8
Lovington	0	0	10	10	0	0	18	18
Mentmore	0	2	1	3	0	2	1	3
Mesilla	0	2	2	4	0	2	5	7
Mesquite	0	2	0	2	0	2	1	3
Mexican Springs	0	1	1	2	0	3	2	5
Moriarty	1	3	0	4	1	4	1	6
Ojo Caliente	0	1	1	2	0	1	5	6
Pecos	0	0	2	2	0	0	3	3
Peralta	0	3	1	4	0	6	5	11
Pinos Altos	0	0	2	2	0	0	8	8
Placitas	0	0	3	3	0	0	5	5
Portales	0	5	8	13	0	7	19	26
Prewitt	0	2	1	3	0	3	1	4
Ranchos De Taos	0	2	1	3	0	3	4	7
Raton	0	3	2	5	0	3	3	6

Table 104 continued

City	Alcohol-involved Crashes				People in Alcohol-involved Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Rio Rancho	2	24	40	66	2	47	87	136
Roswell	2	25	48	75	3	44	141	188
Rowe	1	1	0	2	1	1	3	5
Ruidoso	0	5	9	14	0	5	16	21
Ruidoso Downs	0	0	2	2	0	0	5	5
San Antonio	0	2	0	2	0	4	4	8
San Felipe	1	0	1	2	1	5	1	7
San Ysidro	0	1	1	2	0	1	4	5
Sandia Pueblo	0	1	1	2	0	1	3	4
Sanostee	0	3	0	3	0	4	1	5
Santa Ana Pueblo	0	1	1	2	0	3	2	5
Santa Clara (Central)	0	1	1	2	0	2	4	6
Santa Fe	3	61	67	131	3	74	198	275
Santa Rosa	0	2	2	4	0	2	8	10
Santa Teresa	0	1	2	3	0	1	3	4
Shiprock	1	9	7	17	2	13	39	54
Silver City	0	9	10	19	0	9	31	40
Socorro	1	2	8	11	1	4	16	21
Sunland Park	0	3	5	8	0	3	16	19
Taos	0	6	13	19	0	6	26	32
Thoreau	0	1	2	3	0	2	6	8
Tijeras	1	1	0	2	1	2	1	4
Torreon	0	1	1	2	0	1	4	5
T or C	0	2	4	6	0	3	10	13
Tucumcari	0	2	3	5	0	4	3	7
Tularosa	0	3	4	7	0	9	8	17
Vado	0	2	1	3	0	2	3	5
Zuni Pueblo	1	4	8	13	1	4	18	23
Rural and Other[1]	79	192	171	442	89	353	448	890
Total	**139**	**874**	**1,163**	**2,176**	**153**	**1,393**	**3,352**	**4,898**

[1] The term "other" refers to towns or places with fewer than two alcohol-involved crashes in 2012.

Rural and Urban Locations

- Most crashes occur in urban locations, whereas the majority of crash-related fatalities occur on rural roadways. In 2012, rural Interstate roadways accounted for 20.2 percent of fatalities and rural non-Interstate roadways accounted for 49.5 percent of fatalities. (Table 105, Table 106)
- Most alcohol-involved crashes occur in urban locations, whereas the majority of crash-related alcohol-involved fatalities occur on rural roadways. In 2012, rural Interstate roadways accounted for 13.1 percent of alcohol-involved fatalities and rural non-Interstate roadways accounted for 58.2 percent of alcohol-involved fatalities. (Table 107, Table 108)
- Overturn vehicle crashes account for 26.3 percent of all rural Interstate crashes and 51.4 percent of rural Interstate fatalities. (Table 109)
- Overturn vehicle crashes account for 19.1 percent of all rural non-Interstate crashes and 41.4 percent of rural non-Interstate crash-related fatalities. (Table 109)
- Pedestrian crashes account for 1.2 percent of all urban crashes and 30.6 percent of urban crash-related fatalities. (Table 109)

Table 105: Crashes by Rural and Urban Location, 2008 - 2012

Year	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	1,327	2.9%	6,573	14.2%	38,541	83.0%	46,441	100%
2009	1,709	3.7%	6,426	13.9%	38,021	82.4%	46,156	100%
2010	1,987	4.6%	5,969	13.9%	34,846	81.4%	42,802	100%
2011	1,841	4.3%	5,758	13.3%	35,628	82.4%	43,227	100%
2012	1,553	3.8%	5,129	12.5%	34,401	83.7%	41,083	100%

Crash Geography – Rural and Urban

Table 106: Fatalities by Rural and Urban Location, 2008 - 2012

Year	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	77	21.0%	156	42.6%	133	36.3%	366	100%
2009	63	17.5%	173	47.9%	125	34.6%	361	100%
2010	63	18.1%	159	45.6%	127	36.4%	349	100%
2011	63	17.9%	178	50.7%	110	31.3%	351	100%
2012	74	20.2%	181	49.5%	111	30.3%	366	100%

Table 107: Alcohol-involved Crashes by Rural and Urban Location, 2008 - 2012

Year	Alcohol-involved Crashes							
	Rural Interstate Crashes		Rural Non-Interstate Crashes		Urban Crashes		Total Alcohol-involved Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	71	2.7%	618	23.8%	1,910	73.5%	2,599	100%
2009	89	3.3%	696	25.8%	1,913	70.9%	2,698	100%
2010	85	3.9%	579	26.8%	1,498	69.3%	2,162	100%
2011	92	4.0%	556	24.0%	1,672	72.1%	2,320	100%
2012	87	4.0%	518	23.8%	1,571	72.2%	2,176	100%

Table 108: Alcohol-involved Fatalities by Rural and Urban Location, 2008 - 2012

Year	Alcohol-involved Fatalities[1]							
	Rural Interstate Fatalities		Rural Non-Interstate Fatalities		Urban Fatalities		Total Fatalities	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2008	12	8.4%	70	49.0%	61	42.7%	143	100%
2009	11	7.2%	87	57.2%	54	35.5%	152	100%
2010	18	12.4%	71	49.0%	56	38.6%	145	100%
2011	20	13.2%	82	53.9%	50	32.9%	152	100%
2012	20	13.1%	89	58.2%	44	28.8%	153	100%

[1] An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Table 109: Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2012

Crash Classification	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	19	25.7%	434	27.9%	55	30.4%	1,659	32.3%	45	40.5%	24,948	72.5%
Fixed Object	9	12.2%	295	19.0%	16	8.8%	901	17.6%	11	9.9%	2,926	8.5%
Parked Vehicle	0	0.0%	14	0.9%	0	0.0%	168	3.3%	1	0.9%	2,459	7.1%
Overturn	38	51.4%	408	26.3%	75	41.4%	981	19.1%	11	9.9%	753	2.2%
Animal	0	0.0%	112	7.2%	3	1.7%	854	16.7%	0	0.0%	395	1.1%
Other Object	0	0.0%	141	9.1%	1	0.6%	194	3.8%	0	0.0%	621	1.8%
Other (Non-Collision)	1	1.4%	109	7.0%	5	2.8%	194	3.8%	1	0.9%	432	1.3%
Pedestrian	7	9.5%	10	0.6%	17	9.4%	44	0.9%	34	30.6%	424	1.2%
Pedalcyclist	0	0.0%	0	0.0%	2	1.1%	11	0.2%	5	4.5%	372	1.1%
Vehicle on Other Road	0	0.0%	14	0.9%	6	3.3%	31	0.6%	3	2.7%	215	0.6%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	4	0.1%	0	0.0%	10	0.0%
Missing Data	0	0.0%	16	1.0%	1	0.6%	88	1.7%	0	0.0%	846	2.5%
Total	74	100.0%	1,553	100.0%	181	100.0%	5,129	100.0%	111	100.0%	34,401	100.0%

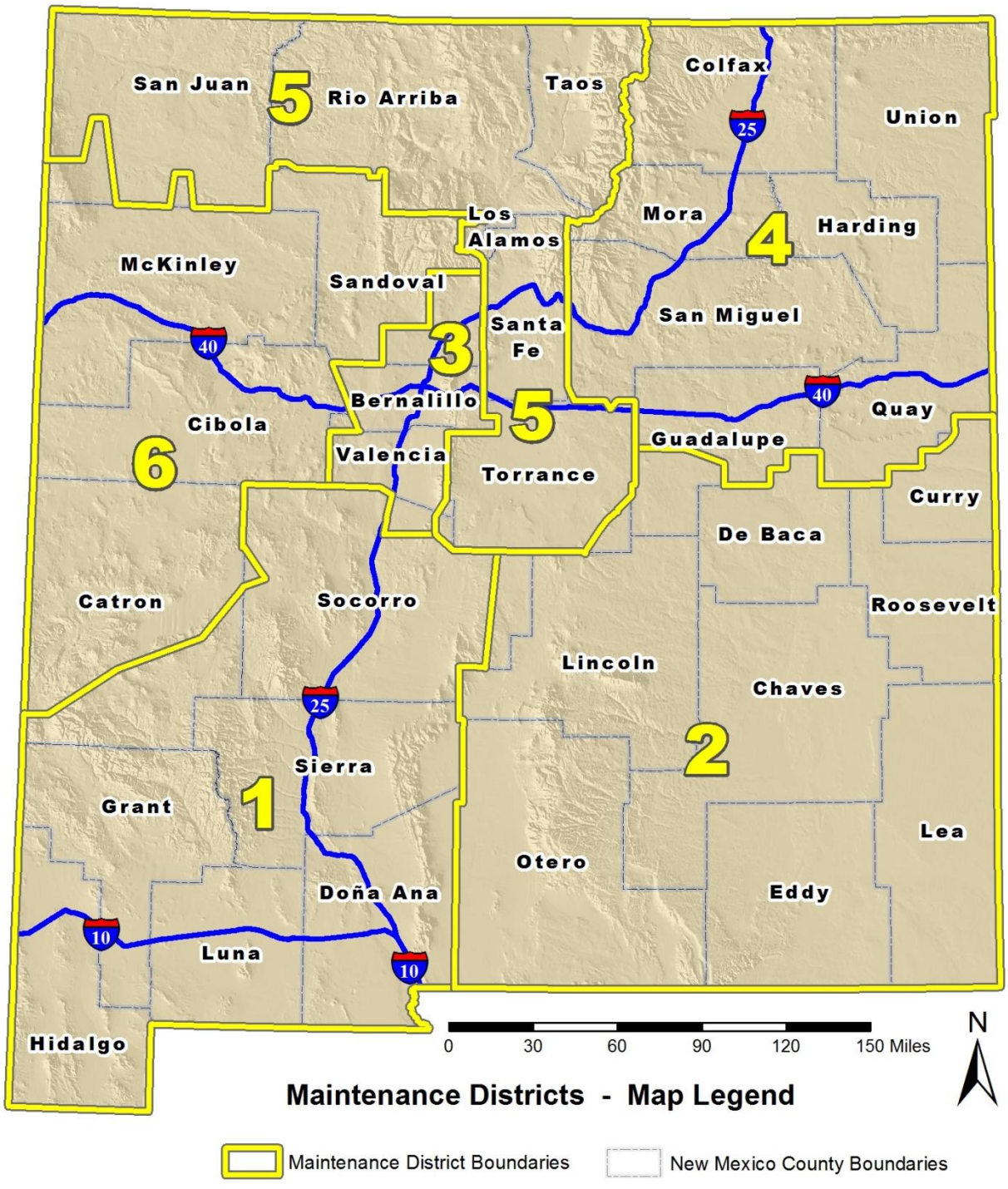
Table 110: Alcohol-involved Fatalities and Crashes by Rural and Urban Location and Crash Classification, 2012

Crash Classification	Alcohol-involved Fatalities[1] and Crashes											
	Rural Interstate				Rural Non-Interstate				Urban			
	Fatalities		Crashes		Fatalities		Crashes		Fatalities		Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Other Vehicle	6	30.0%	29	33.3%	13	14.6%	106	20.5%	14	31.8%	627	39.9%
Fixed Object	1	5.0%	22	25.3%	7	7.9%	148	28.6%	5	11.4%	517	32.9%
Overturn	11	55.0%	29	33.3%	44	49.4%	176	34.0%	3	6.8%	108	6.9%
Parked Vehicle	0	0.0%	1	1.1%	0	0.0%	16	3.1%	0	0.0%	117	7.4%
Pedestrian	2	10.0%	2	2.3%	14	15.7%	20	3.9%	19	43.2%	81	5.2%
Other Object	0	0.0%	3	3.4%	0	0.0%	17	3.3%	0	0.0%	44	2.8%
Other (Non-Collision)	0	0.0%	0	0.0%	1	1.1%	14	2.7%	0	0.0%	30	1.9%
Pedalcyclist	0	0.0%	0	0.0%	1	1.1%	3	0.6%	2	4.5%	17	1.1%
Animal	0	0.0%	1	1.1%	3	3.4%	8	1.5%	0	0.0%	5	0.3%
Vehicle on Other Road	0	0.0%	0	0.0%	5	5.6%	5	1.0%	1	2.3%	5	0.3%
Railroad Train	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	3	0.2%
Missing Data	0	0.0%	0	0.0%	1	1.1%	4	0.8%	0	0.0%	17	1.1%
Total	20	100.0%	87	100.0%	89	100.0%	518	100.0%	44	100.0%	1,571	100.0%

[1] An alcohol-involved fatality is any crash-related fatality where at least one driver in the crash was cited for DWI or indicated by the officer on the crash report as being under the influence of alcohol.

Highway Maintenance Districts

Map 1: New Mexico Highway Maintenance Districts



Crash Geography – Maintenance Districts

Table 111: Crashes by Highway Maintenance District and Crash Severity, 2012

Highway Maintenance District	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	43	12.8%	1,418	12.9%	3,812	12.8%	5,273	12.8%
District 2	62	18.4%	1,773	16.1%	4,748	16.0%	6,583	16.0%
District 3	77	22.8%	4,358	39.6%	12,196	41.0%	16,631	40.5%
District 4	27	8.0%	307	2.8%	904	3.0%	1,238	3.0%
District 5	69	20.5%	1,834	16.6%	4,155	14.0%	6,058	14.7%
District 6	33	9.8%	479	4.3%	1,314	4.4%	1,826	4.4%
Missing Data	26	7.7%	849	7.7%	2,599	8.7%	3,474	8.5%
Total Crashes	337	100.0%	11,018	100.0%	29,728	100.0%	41,083	100.0%

Table 112: Severity of Injuries to People in Crashes by Highway Maintenance District, 2012

Highway Maintenance District	Fatalities (Class K)		Suspected Serious Injuries (Class A)		Suspected Minor Injuries (Class B)		Possible Injuries (Class C)		No Apparent Injuries (Class O)		Total People	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	50	13.7%	249	15.3%	525	14.0%	1,246	11.5%	10,939	12.7%	13,009	12.6%
District 2	66	18.0%	294	18.1%	693	18.5%	1,689	15.6%	13,607	15.7%	16,349	15.9%
District 3	78	21.3%	571	35.2%	1,198	31.9%	4,531	41.8%	36,633	42.4%	43,011	41.7%
District 4	33	9.0%	75	4.6%	173	4.6%	239	2.2%	2,218	2.6%	2,738	2.7%
District 5	72	19.7%	258	15.9%	605	16.1%	1,915	17.7%	12,841	14.9%	15,691	15.2%
District 6	37	10.1%	75	4.6%	225	6.0%	470	4.3%	3,672	4.2%	4,479	4.3%
Missing Data	30	8.2%	102	6.3%	331	8.8%	741	6.8%	6,549	7.6%	7,753	7.5%
Total People	366	100%	1,624	100%	3,750	100%	10,831	100%	86,459	100%	103,030	100%

Table 113: Crashes by Highway Maintenance District and Rural and Urban Location, 2012

Highway Maintenance District	Rural Interstate		Rural Non-Interstate		Urban		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
District 1	327	6.2%	663	12.6%	4,283	81.2%	5,273	100%
District 2	0	0.0%	1,250	19.0%	5,333	81.0%	6,583	100%
District 3	291	1.7%	391	2.4%	15,949	95.9%	16,631	100%
District 4	338	27.3%	288	23.3%	612	49.4%	1,238	100%
District 5	154	2.5%	1,318	21.8%	4,586	75.7%	6,058	100%
District 6	348	19.1%	552	30.2%	926	50.7%	1,826	100%
Missing Data	95	2.7%	667	19.2%	2,712	78.1%	3,474	100%
Total Crashes	1,553	3.8%	5,129	12.5%	34,401	83.7%	41,083	100%

Appendix

Appendix A – Hour and Day of Week

Appendix Table A-1: Crashes by Hour and Severity of Injuries, 2012

Hour[1]	Severity of Injuries to People in Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	14	33	93	135	1,345	1,620
1 a.m.	11	11	73	87	751	933
2 a.m.	11	26	78	61	589	765
3 a.m.	8	15	55	38	427	543
4 a.m.	6	13	58	51	412	540
5 a.m.	12	21	56	85	619	793
6 a.m.	14	31	81	148	1,186	1,460
7 a.m.	7	82	160	540	4,057	4,846
8 a.m.	13	74	160	554	4,590	5,391
9 a.m.	19	88	134	452	3,448	4,141
10 a.m.	24	70	174	512	3,813	4,593
11 a.m.	18	78	164	566	4,927	5,753
Noon	10	108	233	810	6,321	7,482
1 p.m.	11	100	249	752	5,890	7,002
2 p.m.	12	108	273	889	6,461	7,743
3 p.m.	24	124	259	944	7,697	9,048
4 p.m.	21	123	273	978	7,995	9,390
5 p.m.	24	113	288	1,101	8,399	9,925
6 p.m.	19	109	220	704	5,457	6,509
7 p.m.	22	77	144	387	3,360	3,990
8 p.m.	15	63	154	357	2,767	3,356
9 p.m.	21	76	144	288	2,432	2,961
10 p.m.	15	37	126	197	1,634	2,009
11 p.m.	15	39	88	152	1,132	1,426
Missing Data	0	5	13	43	750	811
Total	366	1,624	3,750	10,831	86,459	103,030

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-2: Severity of Injuries to People in Alcohol-involved Crashes by Hour, 2012

Hour[1]	Severity of Injuries to People in Alcohol-involved Crashes[2]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Midnight	9	10	27	17	158	221
1 a.m.	6	6	40	31	183	266
2 a.m.	6	16	36	28	211	297
3 a.m.	5	3	27	12	105	152
4 a.m.	4	4	19	13	57	97
5 a.m.	7	4	13	9	45	78
6 a.m.	5	5	10	9	36	65
7 a.m.	2	4	7	9	30	52
8 a.m.	6	5	9	2	51	73
9 a.m.	1	3	9	6	34	53
10 a.m.	4	6	11	12	58	91
11 a.m.	4	8	11	15	83	121
Noon	1	11	15	14	74	115
1 p.m.	3	8	12	18	77	118
2 p.m.	1	3	14	30	85	133
3 p.m.	7	15	26	42	163	253
4 p.m.	9	17	14	29	190	259
5 p.m.	12	18	37	61	284	412
6 p.m.	9	14	25	44	249	341
7 p.m.	12	25	24	36	244	341
8 p.m.	10	26	31	40	224	331
9 p.m.	15	34	36	72	237	394
10 p.m.	9	17	32	26	240	324
11 p.m.	6	13	19	34	207	279
Missing Data	0	1	1	3	27	32
Total	153	276	505	612	3,352	4,898

[1] For reference, crashes during the hour of 1 a.m. are crashes from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix – Time and Day of Week

Appendix Table A-3: Severity of Injuries to People in Crashes by Day of the Week, 2012

Day of Week	Severity of Injuries to People in Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	53	213	504	1,011	8,056	9,837
Monday	42	228	509	1,617	12,570	14,966
Tuesday	43	176	454	1,553	12,783	15,009
Wednesday	52	246	523	1,753	13,570	16,144
Thursday	47	215	537	1,563	12,597	14,959
Friday	59	293	605	1,965	15,875	18,797
Saturday	70	253	618	1,369	11,008	13,318
Total	366	1,624	3,750	10,831	86,459	103,030

[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-4: Severity of Injuries to People in Alcohol-involved Crashes by Day of Week, 2012

Day of Week	Severity of Injuries to People in Alcohol-involved Crashes[1]					
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People in Crashes
Sunday	30	46	104	97	573	850
Monday	19	32	52	58	314	475
Tuesday	12	25	44	61	323	465
Wednesday	18	41	42	60	318	479
Thursday	16	21	59	88	413	597
Friday	23	38	69	80	580	790
Saturday	35	73	135	168	831	1,242
Total	153	276	505	612	3,352	4,898

[1] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-5: Pedestrian-involved Crashes by Hour, 2008 - 2012

Hour[1]	Pedestrian-involved Crashes[2]				
	2008	2009	2010	2011	2012
Midnight	15	15	7	8	8
1 a.m.	5	3	8	5	6
2 a.m.	5	4	3	4	11
3 a.m.	5	4	5	3	1
4 a.m.	1	0	4	5	3
5 a.m.	3	4	1	4	8
6 a.m.	10	6	4	4	2
7 a.m.	26	16	18	18	14
8 a.m.	27	14	11	20	19
9 a.m.	14	14	14	14	14
10 a.m.	17	18	17	15	18
11 a.m.	18	17	24	23	20
Noon	23	28	26	20	25
1 p.m.	29	30	22	25	25
2 p.m.	33	28	24	17	24
3 p.m.	43	45	23	31	25
4 p.m.	31	43	27	39	27
5 p.m.	37	50	36	28	47
6 p.m.	37	37	34	27	27
7 p.m.	30	43	23	35	27
8 p.m.	21	27	25	22	23
9 p.m.	27	23	30	27	28
10 p.m.	23	15	16	9	21
11 p.m.	7	20	14	11	7
Missing Data	0	0	0	0	2
Total	487	504	416	414	432

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table A-6: Pedalcycle-involved Crashes by Hour, 2008 - 2012

Hour[1]	Pedalcycle-involved Crashes[2]				
	2008	2009	2010	2011	2012
Midnight	2	5	4	7	3
1 a.m.	0	0	2	0	2
2 a.m.	0	1	1	3	2
3 a.m.	0	3	1	1	1
4 a.m.	1	0	1	0	0
5 a.m.	4	0	0	1	1
6 a.m.	8	7	3	8	7
7 a.m.	24	16	24	12	21
8 a.m.	22	11	18	27	25
9 a.m.	21	20	13	14	26
10 a.m.	25	15	17	12	19
11 a.m.	12	21	23	13	21
Noon	16	30	21	24	26
1 p.m.	23	20	20	21	19
2 p.m.	22	32	16	22	29
3 p.m.	35	39	27	29	28
4 p.m.	41	39	38	40	34
5 p.m.	52	42	45	40	36
6 p.m.	25	17	24	21	23
7 p.m.	22	24	19	21	23
8 p.m.	18	11	12	11	14
9 p.m.	12	11	16	10	10
10 p.m.	2	5	5	2	10
11 p.m.	4	2	4	6	3
Missing Data	0	0	0	0	5
Total	391	371	354	345	388

[1] For reference, the hour of 1 a.m. is from 1 a.m. to 1:59 a.m.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix B – Economic Impact

Crash cost estimate calculations were made using instructions provided by the AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the FHWA's *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October, 2005.

Appendix Table B-1: Consumer Price Index and Employment Cost Index, 2001 - 2012

Year	Consumer Price Index (CPI)[1]	CPI Ratio [2]	Employment Cost Index (ECI)[3]	ECI Ratio[4]
2001	**177.1**	**1.0**	**85.8**	**1.0**
2002	179.9	1.0	89.2	1.0
2003	184.0	1.0	92.3	1.1
2004	188.9	1.1	95.9	1.1
2005	195.3	1.1	98.9	1.2
2006	201.6	1.1	101.7	1.2
2007	207.342	1.2	104.9	1.2
2008	215.303	1.2	108.0	1.3
2009	214.537	1.2	109.6	1.3
2010	218.056	1.2	111.7	1.3
2011	224.939	1.3	114.3	1.3
2012	**229.594**	**1.3**	**116.4**	**1.4**

[1] The CPI used here is from the Bureau of Labor Statistics (BLS), Consumer Price Index Detailed Report, Data for January 2014, Table 1A, Expenditure Category: "All Items", Column: Annual Average CPI 2012. Accessed July 31, 2014, http://www.bls.gov/cpi/cpid1401.pdf.

[2] The CPI Ratio is used to adjust the FHWA 2001 Human Capital Crash Cost Estimates to the equivalent costs in another year. It is calculated by dividing the CPI of any year by the CPI for 2001.

[3] The ECI used here is the Bureau of Labor Statistics (BLS) June Total Compensation for all private industry workers, not seasonally adjusted, available in the ECI Current-Dollar Historical Listings, Table 5, June column. Accessed July 31, 2014, http://www.bls.gov/web/eci/echistrynaics.pdf.

[4] The ECI Ratio is used to adjust the FHWA 2001 Cost Difference to the equivalent costs in another year. This ECI Ratio is calculated by dividing the ECI of any year by the ECI for 2001.

Appendix Table B-2: FHWA Calculation of Crash Cost Difference per Crash, in 2001 dollars

Crash Severity[2]	FHWA Crash Cost Estimates[1]		
	Human Capital Crash Costs (2001 Dollars)	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)
Fatal Crash (K)	1,245,600	4,008,900	2,763,300
Suspected Serious Injury Crash (A)	111,400	216,000	104,600
Suspected Minor Injury Crash (B)	41,900	79,000	37,100
Possible Injury Crash (C)	28,400	44,900	16,500
Property Damage Only Crash (O)	6,400	7,400	1,000

[1] Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries, FHWA-HRT-05-051, October 2005.

[2] An incapacitating injury crash is now called a suspected serious injury crash. A visible injury crash is now called a suspected minor injury crash.

Appendix Table B-3: FHWA Calculation of Human Capital Cost Estimates per Crash, 2012

Crash Severity	Human Capital Crash Costs (2001 Dollars)	CPI Ratio (2012/2001)	2012 CPI-Adjusted Human Capital Costs[1]
Fatal Crash (K)	1,245,600	1.296409	1,614,807
Suspected Serious Injury Crash (A)	111,400	1.296409	144,420
Suspected Minor Injury Crash (B)	41,900	1.296409	54,320
Possible Injury Crash (C)	28,400	1.296409	36,818
Property Damage Only Crash (O)	6,400	1.296409	8,297

[1] Based on multiplying the Human Capital Crash Cost in 2001 Dollars by the CPI Ratio for 2012.

Appendix Table B-4: FHWA Calculation of Comprehensive Cost Estimates per Crash, 2012

Crash Severity	Comprehensive Crash Costs (2001 Dollars)	Cost Difference (2001 Dollars)[1]	ECI Ratio (2012/2001)	2012 ECI-Adjusted Cost Difference[2]	2012 Comprehensive Costs[3] Per Crash
Fatal Crash (K)	4,008,900	2,763,300	1.3566434	3,748,813	5,363,619
Suspected Serious Injury Crash (A)	216,000	104,600	1.3566434	141,905	286,325
Suspected Minor Injury Crash (B)	79,000	37,100	1.3566434	50,331	104,651
Possible Injury Crash (C)	44,900	16,500	1.3566434	22,385	59,203
Property Damage Only Crash (O)	7,400	1,000	1.3566434	1,357	9,654

[1] The Cost Difference is Comprehensive Crash Costs minus Human Capital Costs, in 2001 dollars.

[2] Based on multiplying the Cost Difference in 2001 Dollars by the ECI Ratio for 2012.

[3] Sum of 2012 CPI-Adjusted Human Capital Costs and the 2012 ECI-Adjusted Cost Difference

- For the 337 fatal crashes in 2012, the human capital cost per crash was estimated at **$544 million** and the comprehensive cost was estimated at **$1.8 billion**. (Tables B-5 and B-6)
- In 2012, the total human capital cost of the 41,083 crashes in New Mexico was **$1.4 billion**. This represents the current value of economic costs for 337 fatal crashes and 40,746 non-fatal crashes. (Tables B-5 and B-6)
- When intangible costs arising from loss of life or reduction in quality of life are added to the human costs, the comprehensive cost for the 41,083 crashes in 2012 totals **$3.2 billion**. Over half of this amount ($1.8 billion) is the cost of fatal crashes. (Tables B-5 and B-6)

Appendix Table B-5: Calculation of Human Capital Crash Cost Estimates, 2012 Adjusted

Crash Severity	Human Capital[1] Costs per Crash, 2012 CPI-Adjusted ($)	Total Crashes 2012	Total Human Capital Costs Estimate ($)
Fatal Crash (K)	1,614,807	337	544,189,896
Suspected Serious Injury Crash (A)	144,420	1,220	176,192,328
Suspected Minor Injury Crash (B)	54,320	2,876	156,222,966
Possible Injury Crash (C)	36,818	6,922	254,854,266
Property Damage Only Crash (O)	8,297	29,728	246,653,703
Total		**41,083**	**1,378,113,159**

[1] Human Capital Crash Costs are monetary losses associated with medical care, emergency services, property damage, and lost productivity.

Appendix Table B-6: Calculation of Comprehensive Crash Cost Estimates, 2012 Adjusted

Crash Severity	Comprehensive[1] Costs per Crash, 2012 Adjusted ($)	Total Crashes 2012	Total Comprehensive Costs Estimate ($)
Fatal Crash (K)	5,363,619	337	1,807,539,738
Suspected Serious Injury Crash (A)	286,325	1,220	349,316,300
Suspected Minor Injury Crash (B)	104,651	2,876	300,976,269
Possible Injury Crash (C)	59,203	6,922	409,800,574
Property Damage Only Crash (O)	9,654	29,728	286,983,997
Total		**41,083**	**3,154,616,878**

[1] Comprehensive Crash Costs include the human capital costs in addition to nonmonetary costs related to the reduction in the quality of life in order to capture a more accurate level of the burden of injury.

Appendix C – Belt Use

Appendix Table C-1: Unbelted Fatalities by Age Group and Sex, 2012

Age Group	Unbelted Fatalities[1]					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	2	2.1%	0	0.0%	2	1.4%
5-9	2	2.1%	0	0.0%	2	1.4%
10-14	2	2.1%	0	0.0%	2	1.4%
15-19	6	6.3%	7	16.3%	13	9.4%
20-24	17	17.9%	6	14.0%	23	16.7%
25-29	12	12.6%	5	11.6%	17	12.3%
30-34	5	5.3%	4	9.3%	9	6.5%
35-39	7	7.4%	4	9.3%	11	8.0%
40-44	2	2.1%	2	4.7%	4	2.9%
45-49	8	8.4%	3	7.0%	11	8.0%
50-54	13	13.7%	5	11.6%	18	13.0%
55-59	4	4.2%	0	0.0%	4	2.9%
60-64	3	3.2%	1	2.3%	4	2.9%
65-69	5	5.3%	3	7.0%	8	5.8%
70-74	3	3.2%	2	4.7%	5	3.6%
75 +	4	4.2%	1	2.3%	5	3.6%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	95	100.0%	43	100.0%	138	100.0%

[1] Fatalities of people in passenger cars, pickups, and vans/4WD/SUVs.

Appendix Table C-2: Unbelted Passenger Vehicle Occupants with Fatal or Suspected Serious Injuries by Age Group and Sex, 2012

Age Group	Unbelted Occupants with Fatal or Suspected Serious Injuries[1]					
	Male		Female		Total	
	Count	Percent	Count	Percent	Count	Percent
1-4	5	3.3%	4	4.2%	9	3.6%
5-9	3	2.0%	4	4.2%	7	2.8%
10-14	5	3.3%	2	2.1%	7	2.8%
15-19	14	9.2%	19	20.0%	33	13.3%
20-24	28	18.3%	15	15.8%	43	17.3%
25-29	21	13.7%	9	9.5%	30	12.1%
30-34	11	7.2%	7	7.4%	18	7.3%
35-39	10	6.5%	6	6.3%	16	6.5%
40-44	6	3.9%	4	4.2%	10	4.0%
45-49	11	7.2%	7	7.4%	18	7.3%
50-54	15	9.8%	9	9.5%	24	9.7%
55-59	6	3.9%	2	2.1%	8	3.2%
60-64	5	3.3%	1	1.1%	6	2.4%
65-69	5	3.3%	3	3.2%	8	3.2%
70-74	4	2.6%	2	2.1%	6	2.4%
75 +	4	2.6%	1	1.1%	5	2.0%
Missing Data	0	0.0%	0	0.0%	0	0.0%
Total	153	100.0%	95	100.0%	248	100.0%

[1] People in passenger cars, pickups, and vans/4WD/SUVs.

Appendix D – Age and Sex

Appendix Table D-1: People in Crashes by Age Group and Sex, 2012

Age Group	People in Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	1,662	3.5%	1,742	4.0%	80	0.7%	3,484	3.4%	0.95
5-9	1,617	3.4%	1,698	3.9%	61	0.5%	3,376	3.3%	0.95
10-14	1,604	3.4%	1,578	3.6%	101	0.8%	3,283	3.2%	1.02
15-19	5,642	11.9%	5,311	12.3%	328	2.7%	11,281	10.9%	1.06
20-24	5,994	12.6%	5,350	12.4%	405	3.3%	11,749	11.4%	1.12
25-29	4,764	10.0%	4,224	9.8%	368	3.0%	9,356	9.1%	1.13
30-34	3,974	8.4%	3,544	8.2%	300	2.4%	7,818	7.6%	1.12
35-39	3,211	6.8%	2,931	6.8%	228	1.9%	6,370	6.2%	1.10
40-44	3,212	6.8%	2,827	6.5%	249	2.0%	6,288	6.1%	1.14
45-49	2,895	6.1%	2,616	6.0%	248	2.0%	5,759	5.6%	1.11
50-54	3,032	6.4%	2,621	6.1%	268	2.2%	5,921	5.7%	1.16
55-59	2,599	5.5%	2,319	5.4%	214	1.7%	5,132	5.0%	1.12
60-64	2,060	4.3%	1,882	4.4%	212	1.7%	4,154	4.0%	1.09
65-69	1,462	3.1%	1,436	3.3%	145	1.2%	3,043	3.0%	1.02
70-74	1,036	2.2%	1,004	2.3%	94	0.8%	2,134	2.1%	1.03
75+	1,661	3.5%	1,385	3.2%	100	0.8%	3,146	3.1%	1.20
Missing Data	1,042	2.2%	791	1.8%	8,903	72.4%	10,736	10.4%	1.32
Total	47,467	100.0%	43,259	100.0%	12,304	100.0%	103,030	100.0%	1.10

Appendix – Age and Sex

Appendix Table D-2: People Killed in Crashes by Age Group and Sex, 2012

Age Group	Fatalities in Crashes						Ratio Males to Females
	Males		Females		Total		
	Count	Percent	Count	Percent	Count	Percent	
1-4	5	1.9%	1	1.0%	6	1.6%	5.00
5-9	3	1.1%	0	0.0%	3	0.8%	-
10-14	2	0.8%	0	0.0%	2	0.5%	-
15-19	14	5.3%	9	8.7%	23	6.3%	1.56
20-24	33	12.5%	11	10.7%	44	12.0%	3.00
25-29	21	8.0%	10	9.7%	31	8.5%	2.10
30-34	18	6.8%	7	6.8%	25	6.8%	2.57
35-39	21	8.0%	9	8.7%	30	8.2%	2.33
40-44	21	8.0%	6	5.8%	27	7.4%	3.50
45-49	19	7.2%	7	6.8%	26	7.1%	2.71
50-54	29	11.0%	17	16.5%	46	12.6%	1.71
55-59	21	8.0%	2	1.9%	23	6.3%	10.50
60-64	13	4.9%	5	4.9%	18	4.9%	2.60
65-69	11	4.2%	4	3.9%	15	4.1%	2.75
70-74	10	3.8%	7	6.8%	17	4.6%	1.43
75+	22	8.4%	8	7.8%	30	8.2%	2.75
Missing Data	0	0.0%	0	0.0%	0	0.0%	-
Total	263	100.0%	103	100.0%	366	100.0%	2.55

Appendix Table D-3: People Seriously Injured in Crashes by Age Group and Sex, 2012

Age Group	People Seriously Injured[1] in Crashes								Ratio Males to Females
	Males		Females		Missing Data		Total		
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
1-4	13	1.5%	15	2.0%	0	0.0%	28	1.7%	0.87
5-9	13	1.5%	14	1.9%	1	10.0%	28	1.7%	0.93
10-14	23	2.7%	21	2.8%	0	0.0%	44	2.7%	1.10
15-19	95	11.1%	98	13.0%	0	0.0%	193	11.9%	0.97
20-24	126	14.7%	100	13.2%	0	0.0%	226	13.9%	1.26
25-29	91	10.6%	66	8.7%	0	0.0%	157	9.7%	1.38
30-34	75	8.7%	63	8.3%	1	10.0%	139	8.6%	1.19
35-39	54	6.3%	53	7.0%	1	10.0%	108	6.7%	1.02
40-44	72	8.4%	57	7.5%	0	0.0%	129	7.9%	1.26
45-49	61	7.1%	56	7.4%	0	0.0%	117	7.2%	1.09
50-54	60	7.0%	48	6.3%	1	10.0%	109	6.7%	1.25
55-59	53	6.2%	51	6.7%	1	10.0%	105	6.5%	1.04
60-64	45	5.2%	40	5.3%	1	10.0%	86	5.3%	1.13
65-69	15	1.7%	21	2.8%	0	0.0%	36	2.2%	0.71
70-74	15	1.7%	15	2.0%	0	0.0%	30	1.8%	1.00
75+	35	4.1%	28	3.7%	2	20.0%	65	4.0%	1.25
Missing Data	12	1.4%	10	1.3%	2	20.0%	24	1.5%	1.20
Total	858	100.0%	756	100.0%	10	100.0%	1,624	100.0%	1.13

[1] These are suspected serious injuries (Class A) only. In previous years, serious injuries were Class A and Class B injuries.

Appendix Table D-4: Rates of Senior New Mexican Drivers in Crashes, 2008 - 2012

Age	Senior Drivers in Crashes per 1,000 Licensed Drivers of the Same Age				
	2008	2009	2010	2011	2012
65	20.1	22.8	24.8	26.6	21.6
66	20.2	21.2	23.9	24.0	23.3
67	21.6	25.2	23.2	22.1	20.0
68	22.5	22.1	22.8	21.9	21.2
69	20.8	23.7	23.5	23.3	21.7
70	20.6	20.9	23.2	21.3	20.5
71	21.5	23.5	19.9	22.9	21.1
72	23.3	23.3	21.7	23.3	22.4
73	18.0	20.9	22.1	21.0	22.9
74	23.5	22.7	22.2	20.0	22.6
75	21.8	26.0	23.0	24.9	25.0
76	24.6	29.9	29.6	22.7	24.2
77	27.2	27.2	26.4	23.6	25.7
78	24.1	30.7	29.7	29.0	27.5
79	25.6	37.0	25.7	24.5	26.9
80	23.3	33.2	26.6	26.6	26.2
81	29.1	28.4	30.0	28.0	25.4
82	30.4	29.5	25.2	28.0	26.9
83	31.0	31.3	31.8	29.8	23.2
84	35.8	36.5	34.4	27.9	26.9
85	28.8	30.3	32.2	29.7	35.7
86	31.8	34.7	39.6	29.3	27.1
87	32.5	36.0	34.4	35.9	31.5
88	31.1	31.6	29.4	30.2	36.4
89	41.6	28.3	36.4	34.3	22.8
90+	39.9	43.3	30.1	38.6	36.2
Drivers Ages 65+	23.3	25.6	24.9	24.3	23.4

Appendix Table D-5: Senior New Mexican Drivers in Crashes and Licensed Senior Drivers, 2008 - 2012

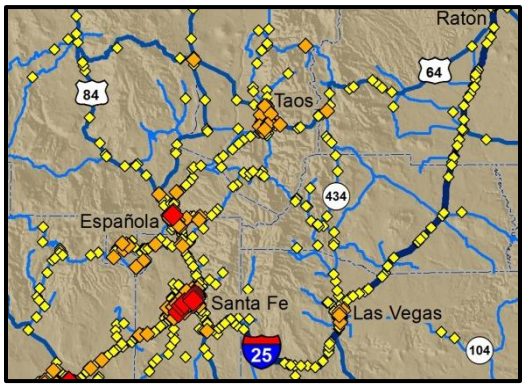
Age	Senior Drivers in Crashes					New Mexico Senior Licensed Drivers				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
65	379	415	453	491	543	18,844	18,234	18,275	18,462	25,137
66	333	392	430	433	429	16,449	18,513	17,985	18,055	18,407
67	336	406	421	391	361	15,533	16,136	18,115	17,676	18,039
68	324	336	361	389	372	14,391	15,206	15,835	17,799	17,542
69	287	333	349	363	384	13,818	14,076	14,849	15,558	17,698
70	274	282	317	309	315	13,316	13,515	13,676	14,483	15,402
71	266	304	260	304	301	12,345	12,924	13,096	13,250	14,283
72	269	277	270	294	289	11,547	11,879	12,456	12,645	12,884
73	200	232	252	251	280	11,094	11,098	11,409	11,955	12,229
74	235	241	236	217	260	10,009	10,610	10,624	10,850	11,488
75	197	234	218	236	248	9,025	8,997	9,488	9,486	9,929
76	210	244	241	196	215	8,524	8,173	8,155	8,651	8,898
77	212	214	199	181	213	7,799	7,855	7,541	7,684	8,285
78	173	221	217	205	201	7,192	7,206	7,310	7,072	7,297
79	164	246	172	166	181	6,408	6,652	6,696	6,782	6,721
80	134	198	163	163	167	5,758	5,969	6,118	6,128	6,376
81	151	150	163	156	145	5,195	5,276	5,436	5,580	5,715
82	136	139	121	138	138	4,467	4,705	4,794	4,927	5,130
83	121	125	132	125	105	3,909	4,000	4,153	4,197	4,525
84	125	127	122	102	102	3,495	3,475	3,550	3,655	3,797
85	85	93	96	91	117	2,956	3,066	2,980	3,064	3,280
86	80	89	102	74	71	2,519	2,567	2,574	2,522	2,624
87	66	77	73	78	67	2,028	2,137	2,124	2,170	2,127
88	47	52	51	53	65	1,513	1,647	1,735	1,757	1,788
89	43	35	48	48	32	1,034	1,236	1,320	1,399	1,405
90+	89	105	82	115	117	2,229	2,426	2,724	2,977	3,235
Total	4,936	5,567	5,549	5,569	5,718	211,397	217,578	223,018	228,784	244,241

Appendix E – Maps

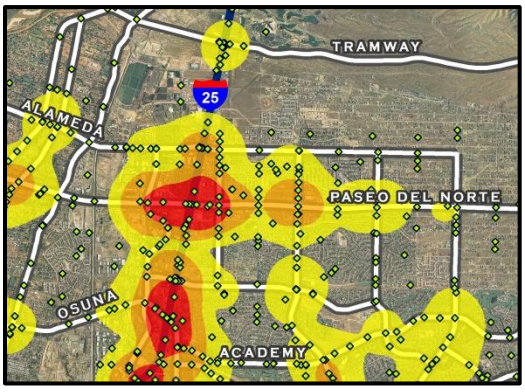
All maps in this section are digitally available in high-resolution color at tru.unm.edu. Mapping traffic crash data involves the use of a technique called Geocoding. Geocoding is the process of taking the descriptive locational information available in a particular data set and assigning it unique geographic coordinates. The descriptive crash location data are taken from Uniform Crash Reports. The data are processed using ESRI ArcGIS 10.2 software using custom-made address locators to derive crash location coordinates. Of the 41,083 crashes in 2012 that were reported, 37,609 crashes were able to be geocoded – a match rate of 91.5 percent. Crashes that could not be geocoded had either incomplete or invalid locational data reported on the UCR. An example of a crash location that cannot be mapped is a crash reported at the intersection of "First Street" and "a driveway."

There are essentially two methods of displaying crash data: **Dot Maps** and **Density Maps**. Since each crash is assigned its own coordinates, a common way to display crashes is to show each location as a point on a map. In a Dot Map (example below), each crash point is assigned a color and size according to the number of times a crash occurred at that location. In a Density Map (example below), color shading, instead of points, is used to display where a high number of crashes occur in close proximity to each other. Density is determined using ESRI's ArcGIS Kernel Density tool, which calculates point magnitude per unit area. In a Density Map, the points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area.

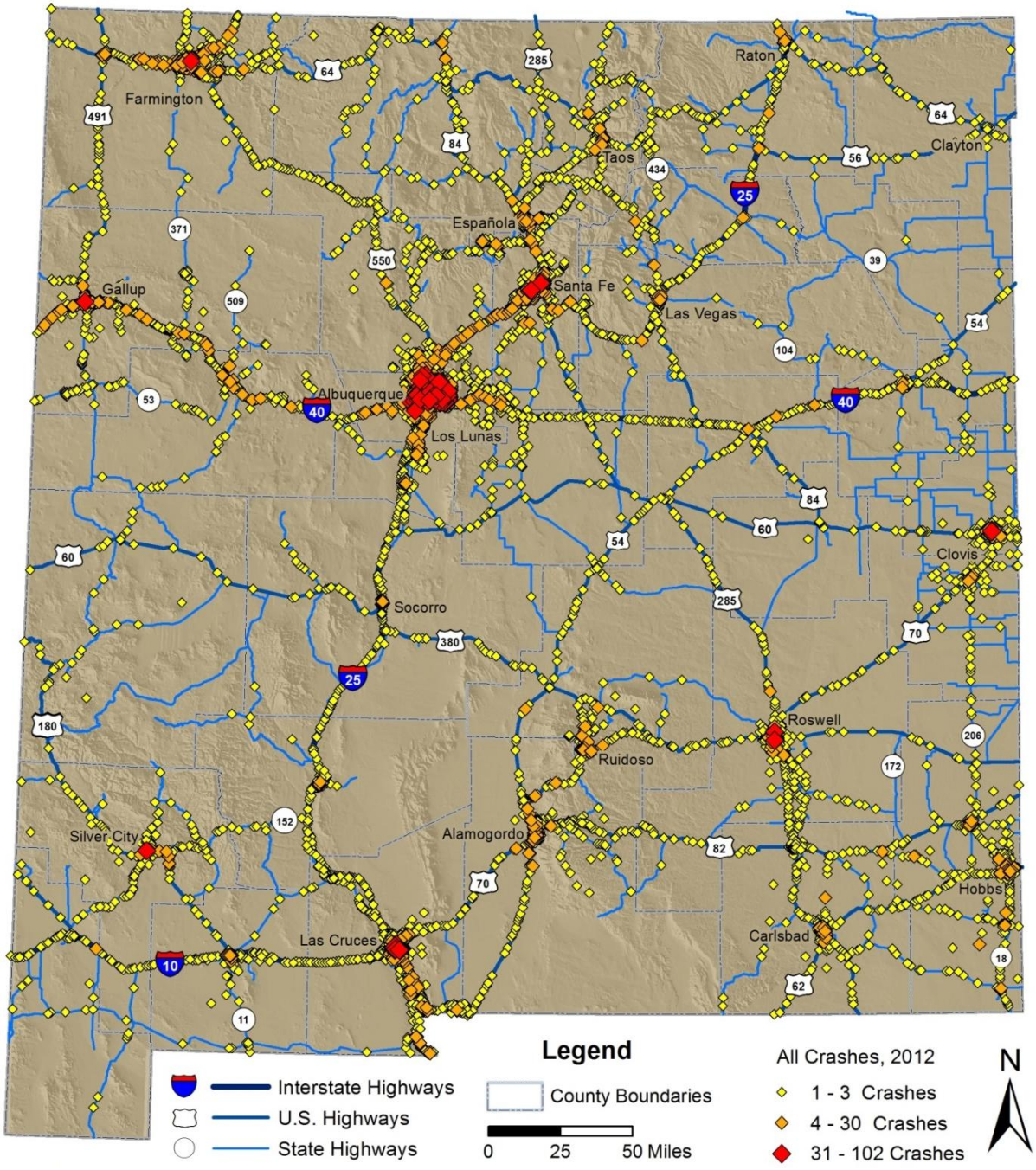
Dot Map



Density Map



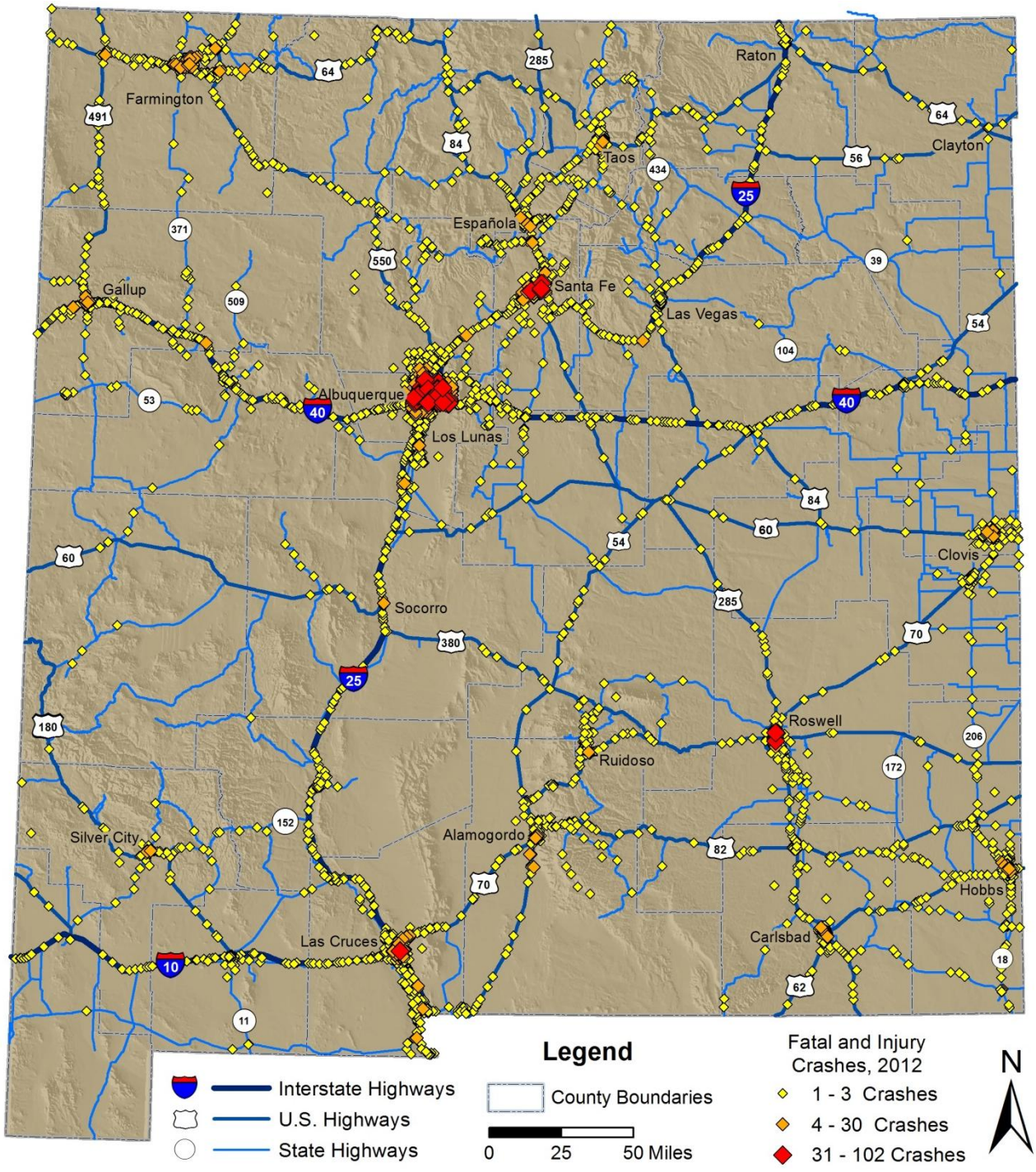
Map 2: All Crashes[37] in New Mexico, 2012



All maps are available in high-resolution color at tru.unm.edu.

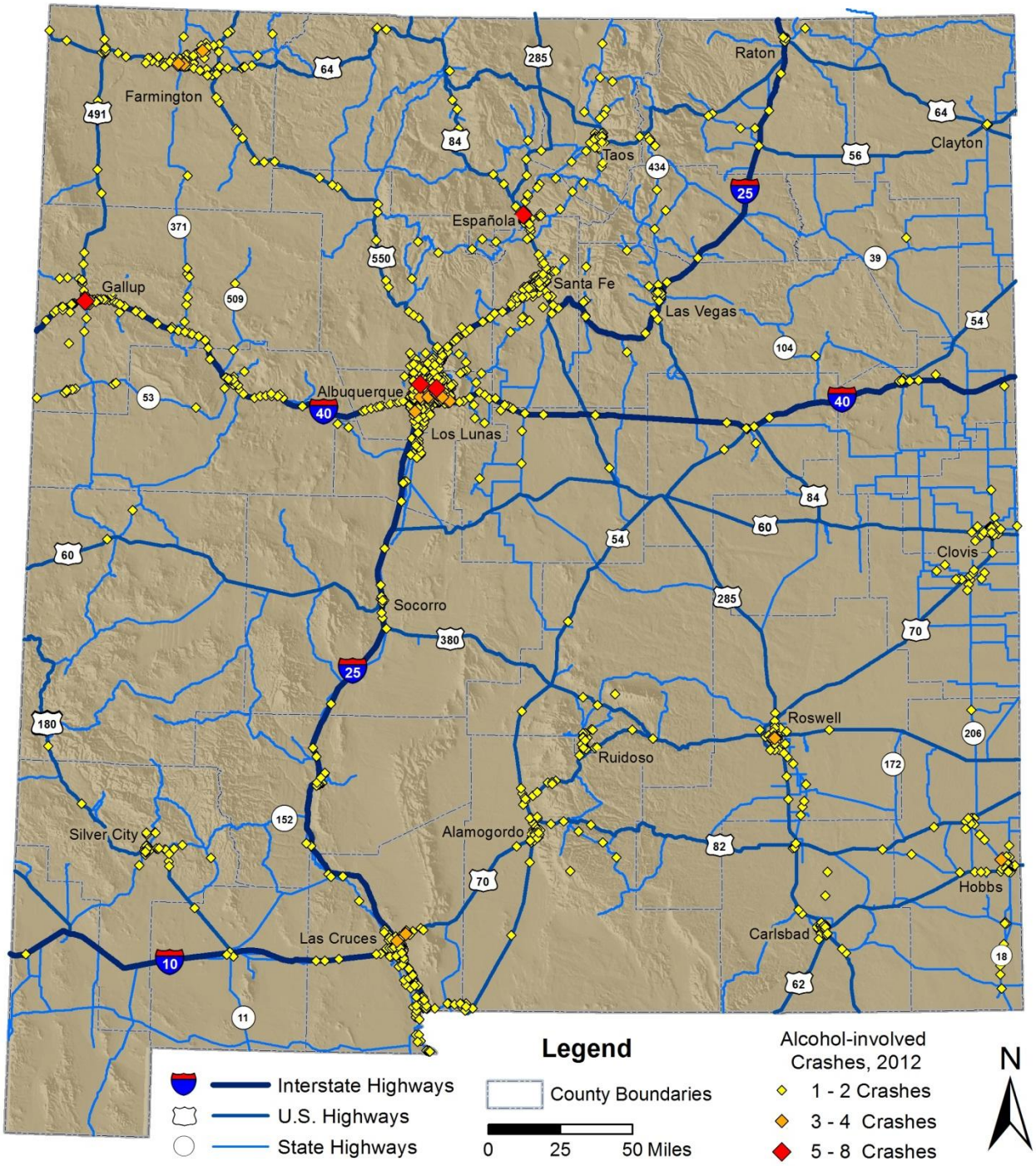
[37] Points on this map represent geocodable crash locations. Each crash point is assigned a color and size according to the number of crashes that occurred at each location.

Map 3: Fatal and Injury Crashes in New Mexico, 2012



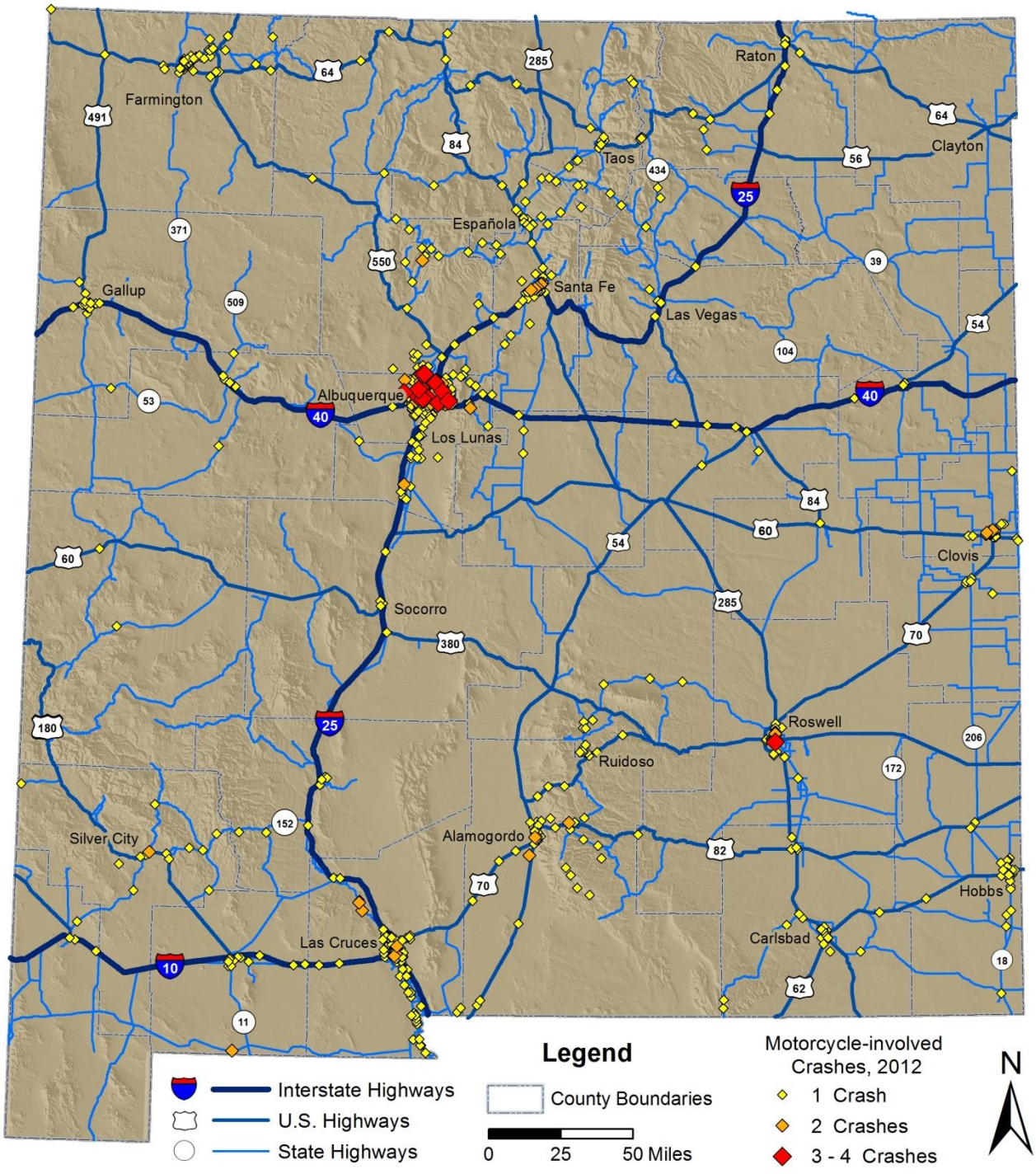
All maps are available in high-resolution color at tru.unm.edu.

Map 4: Alcohol-involved Crashes, 2012



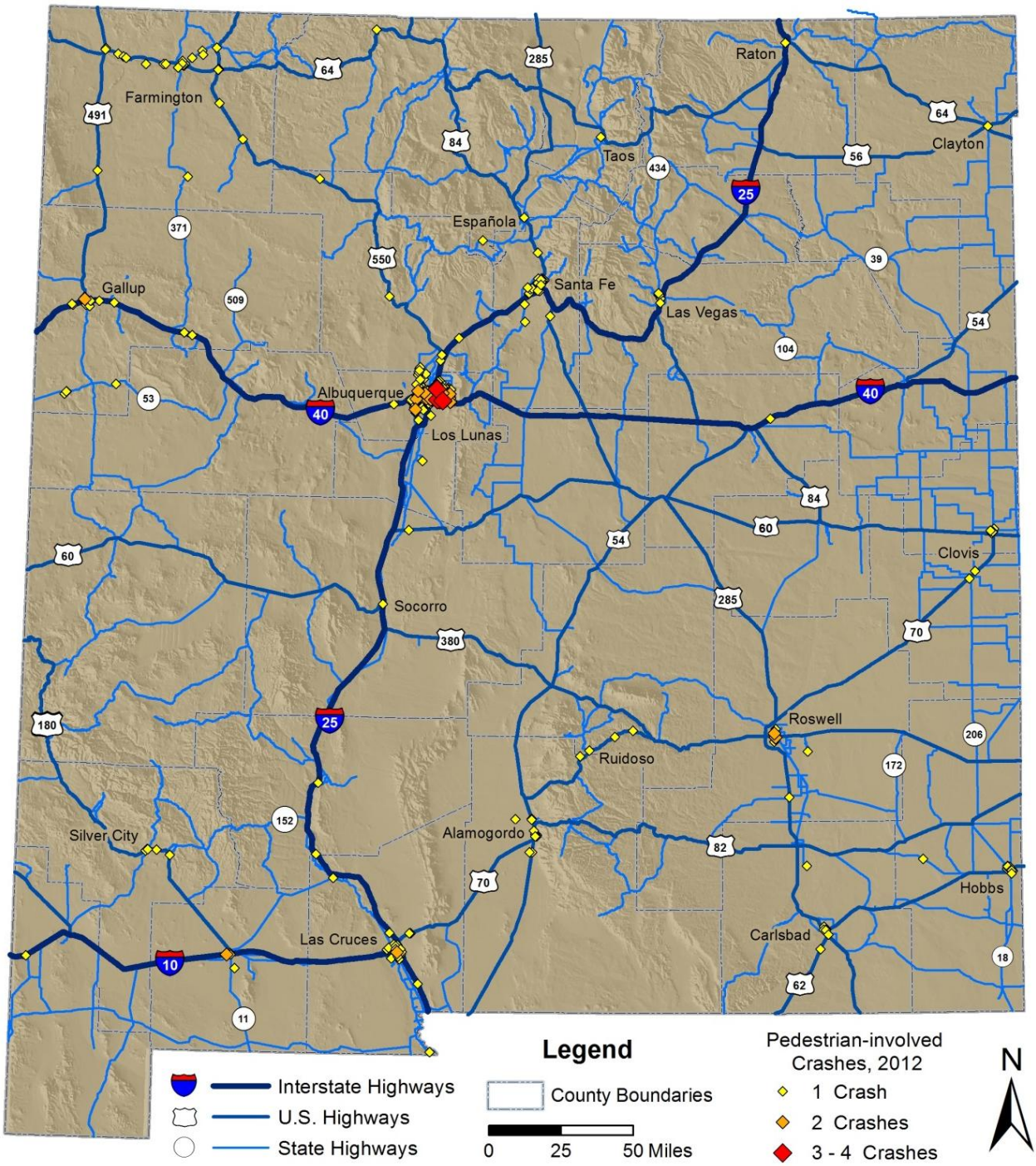
A map of alcohol-involved crashes by county is provided on the last page of this report.
All maps are available in high-resolution color at tru.unm.edu.

Map 5: Motorcycle-involved Crashes, 2012



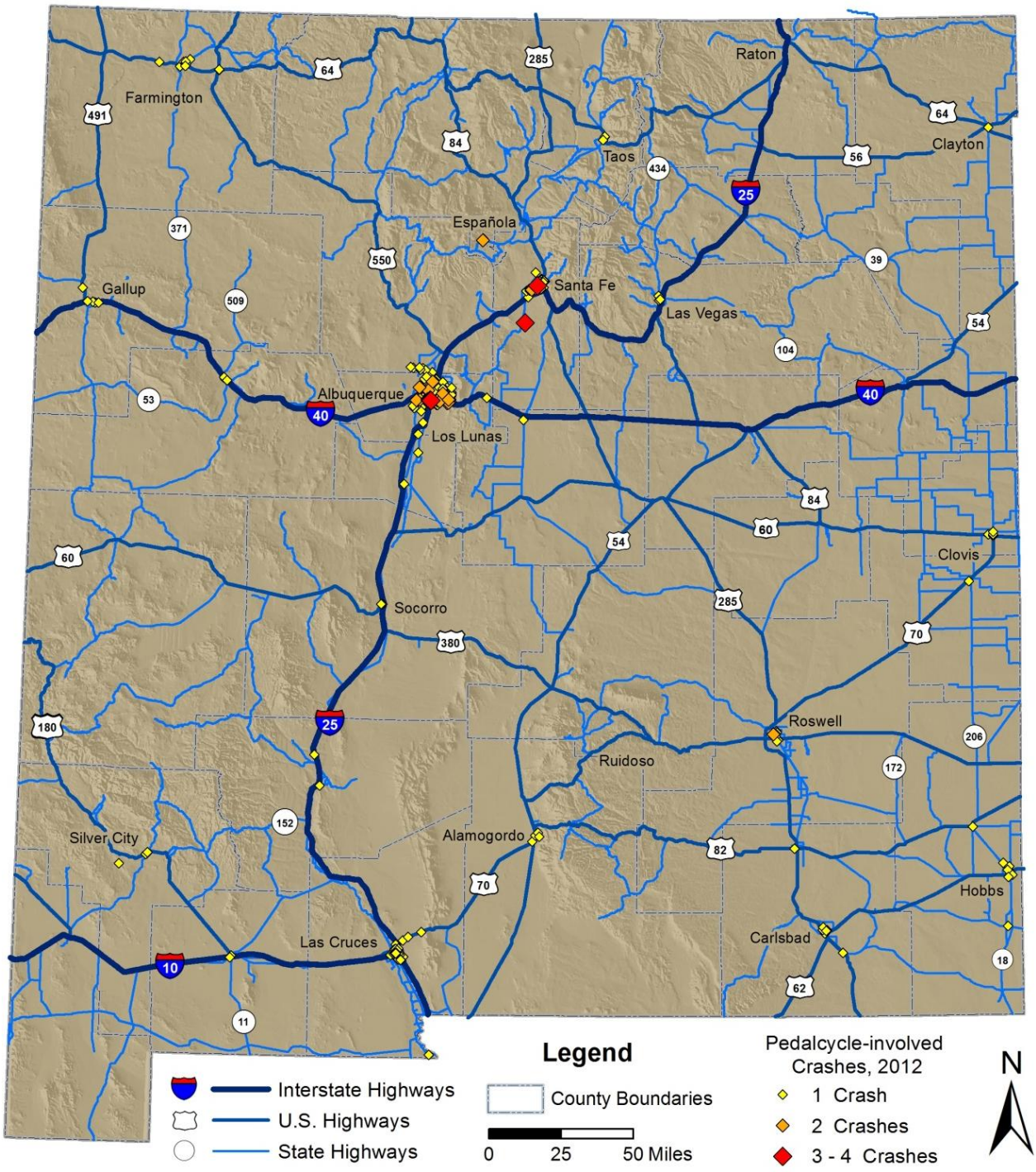
All maps are available in high-resolution color at tru.unm.edu.

Map 6: Pedestrian-involved Crashes, 2012



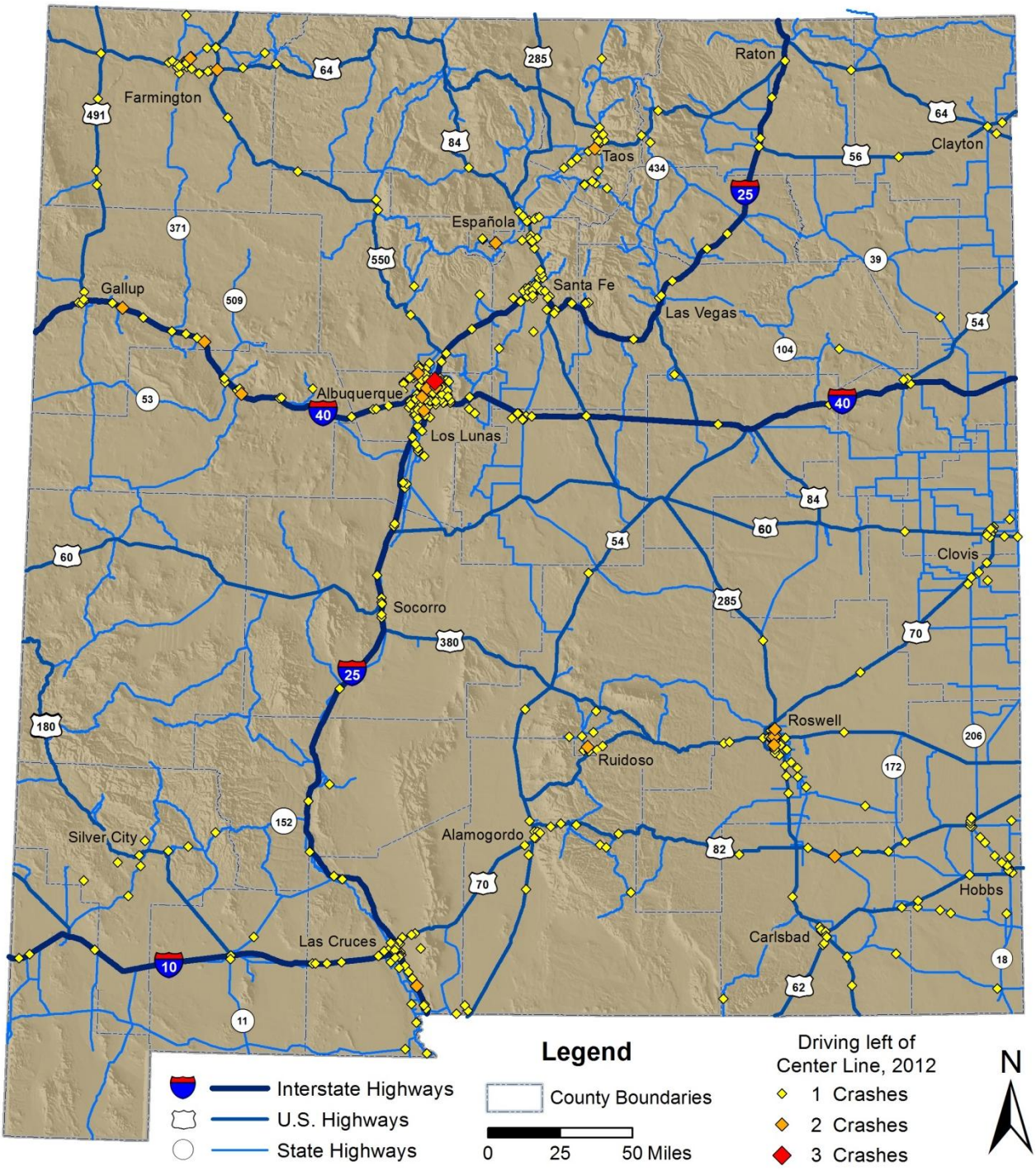
All maps are available in high-resolution color at tru.unm.edu.

Map 7: Pedalcycle-involved Crashes, 2012



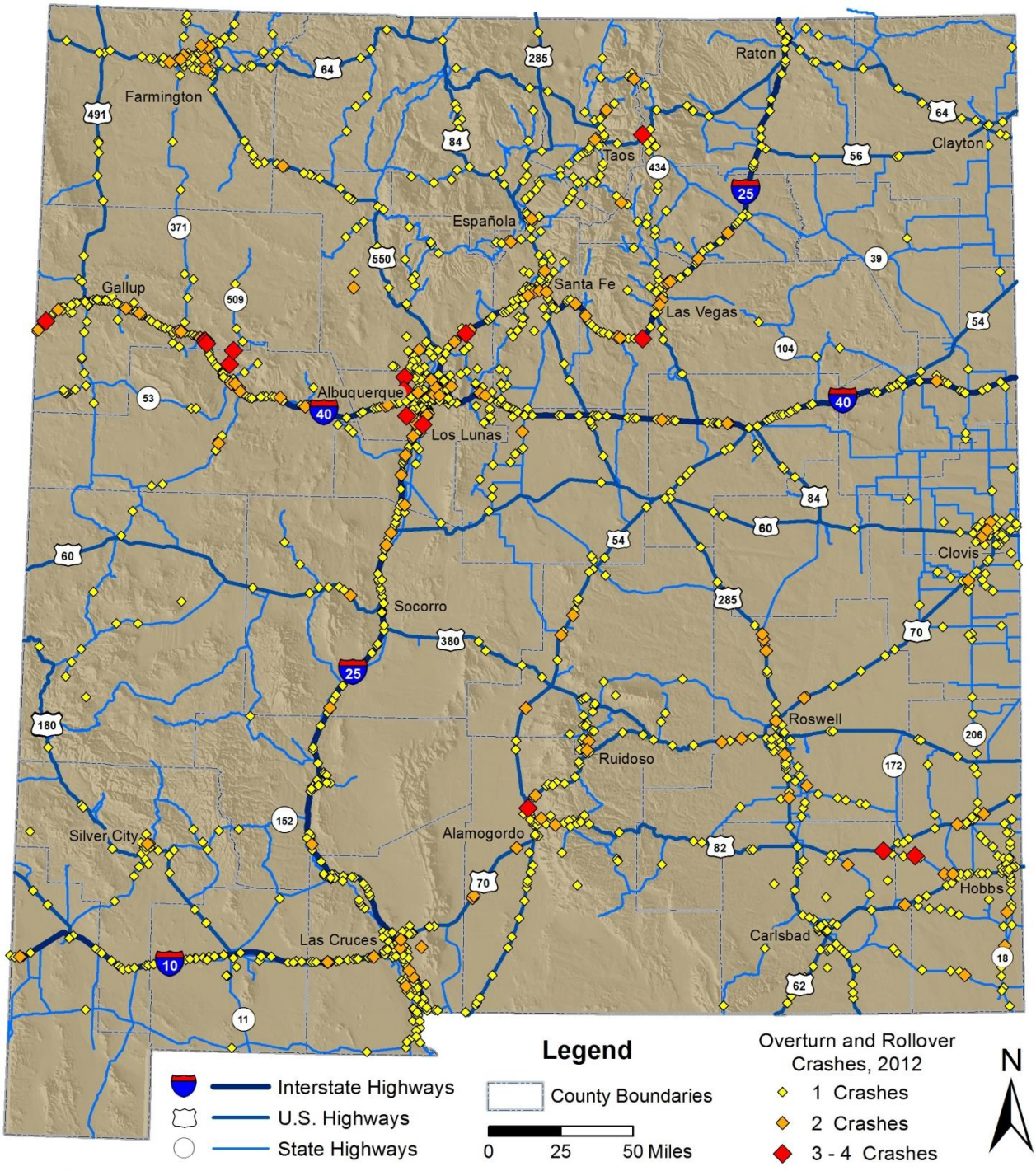
All maps are available in high-resolution color at tru.unm.edu.

Map 8: Crashes Involving Driving Left of the Center Line, 2012



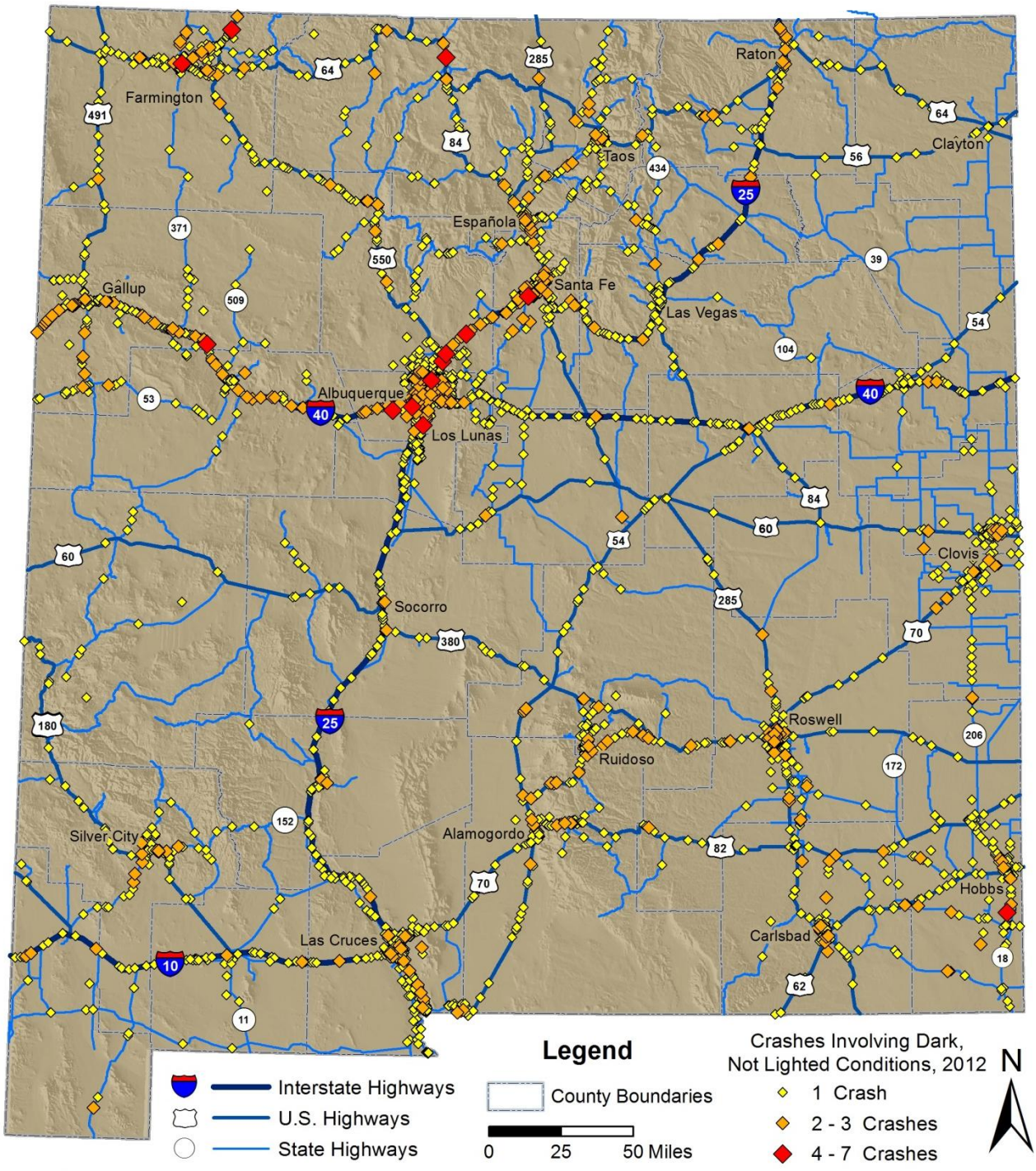
All maps are available in high-resolution color at tru.unm.edu.

Map 9: Overturn and Rollover Crashes, 2012



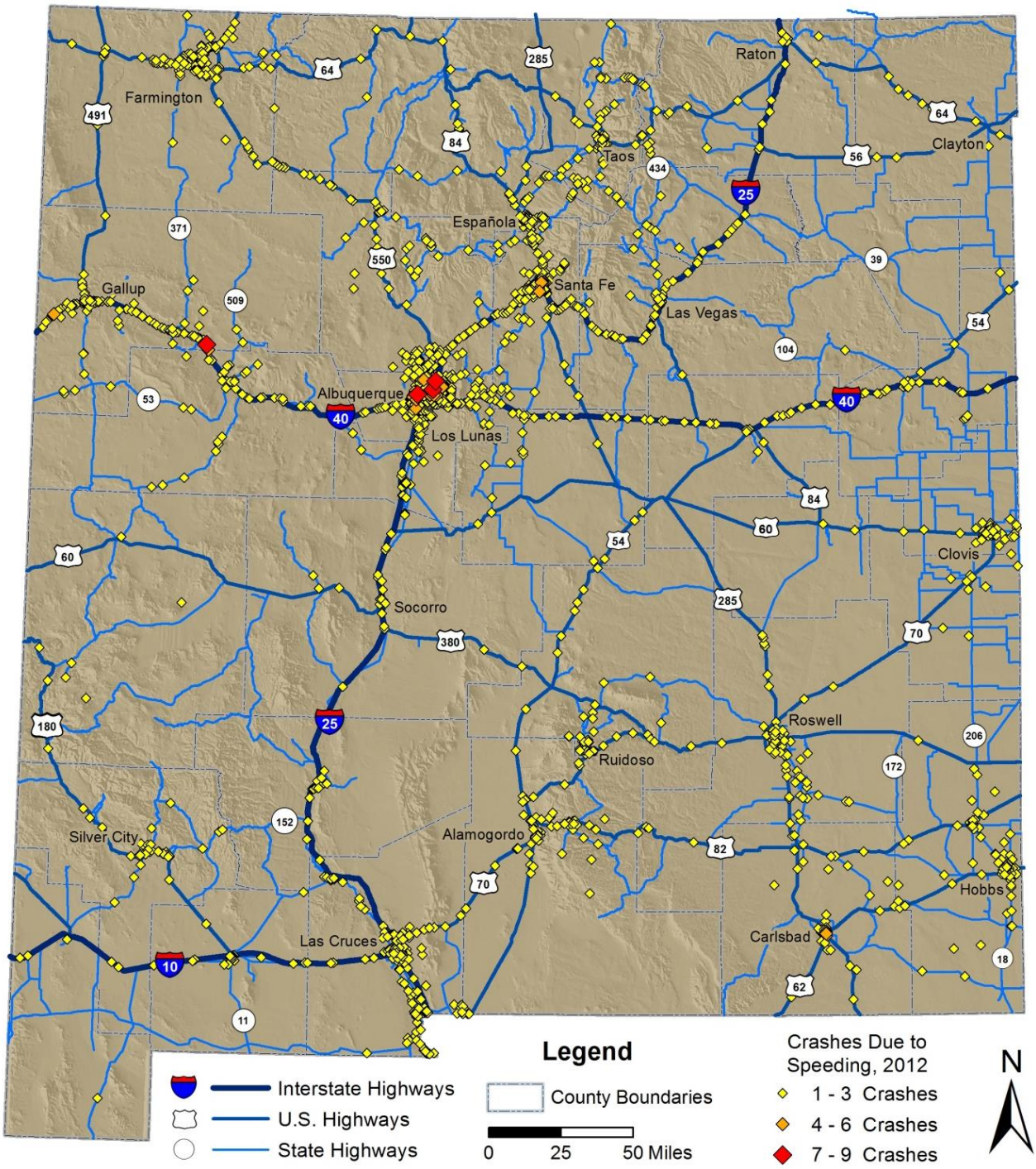
All maps are available in high-resolution color at tru.unm.edu.

Map 10: Crashes in Dark Conditions (Excluding Lighted Areas), 2012



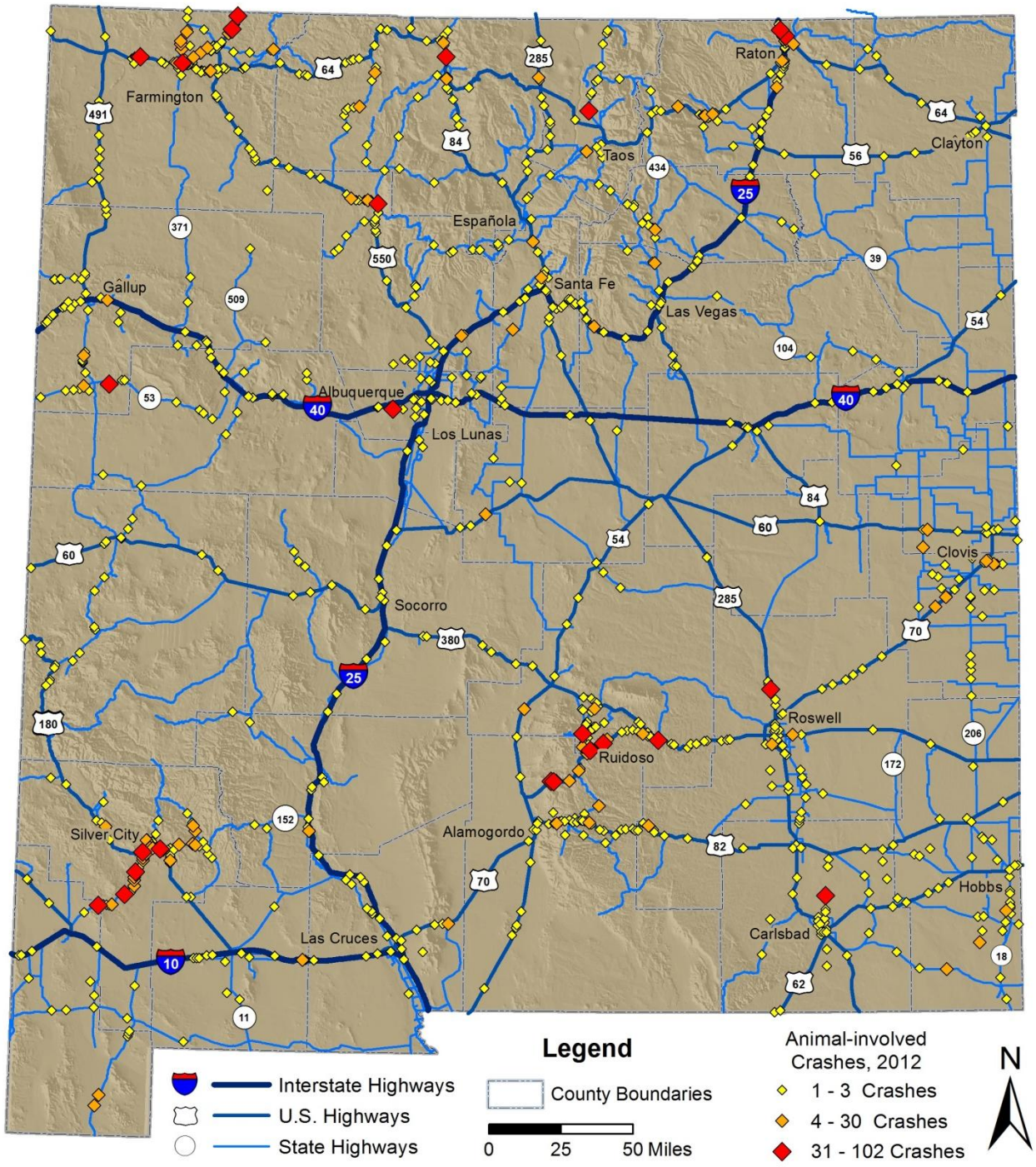
All maps are available in high-resolution color at tru.unm.edu.

Map 11: Crashes Due to Speeding, 2012



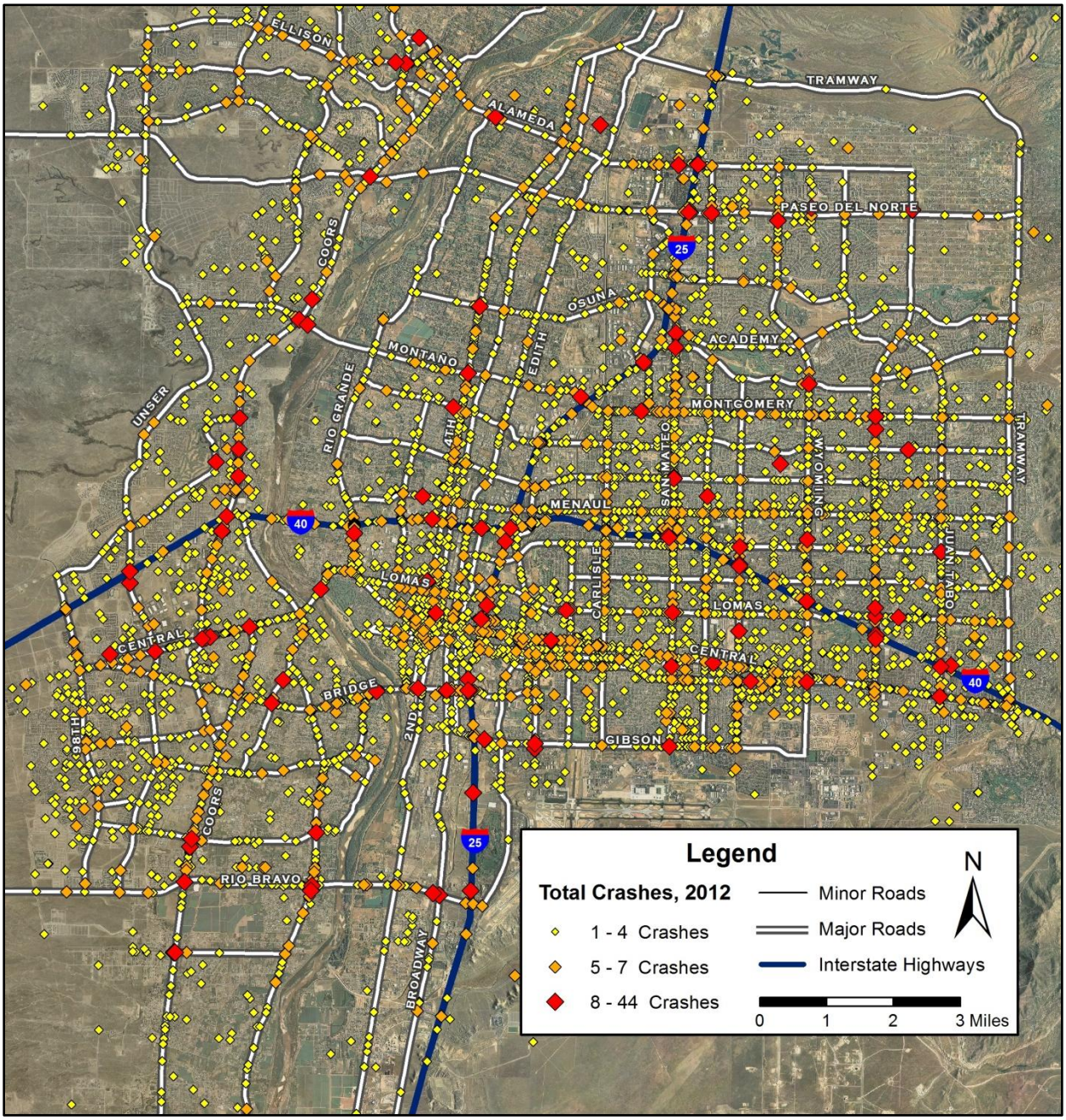
All maps are available in high-resolution color at tru.unm.edu.

Map 12: Animal-involved Crashes, 2012



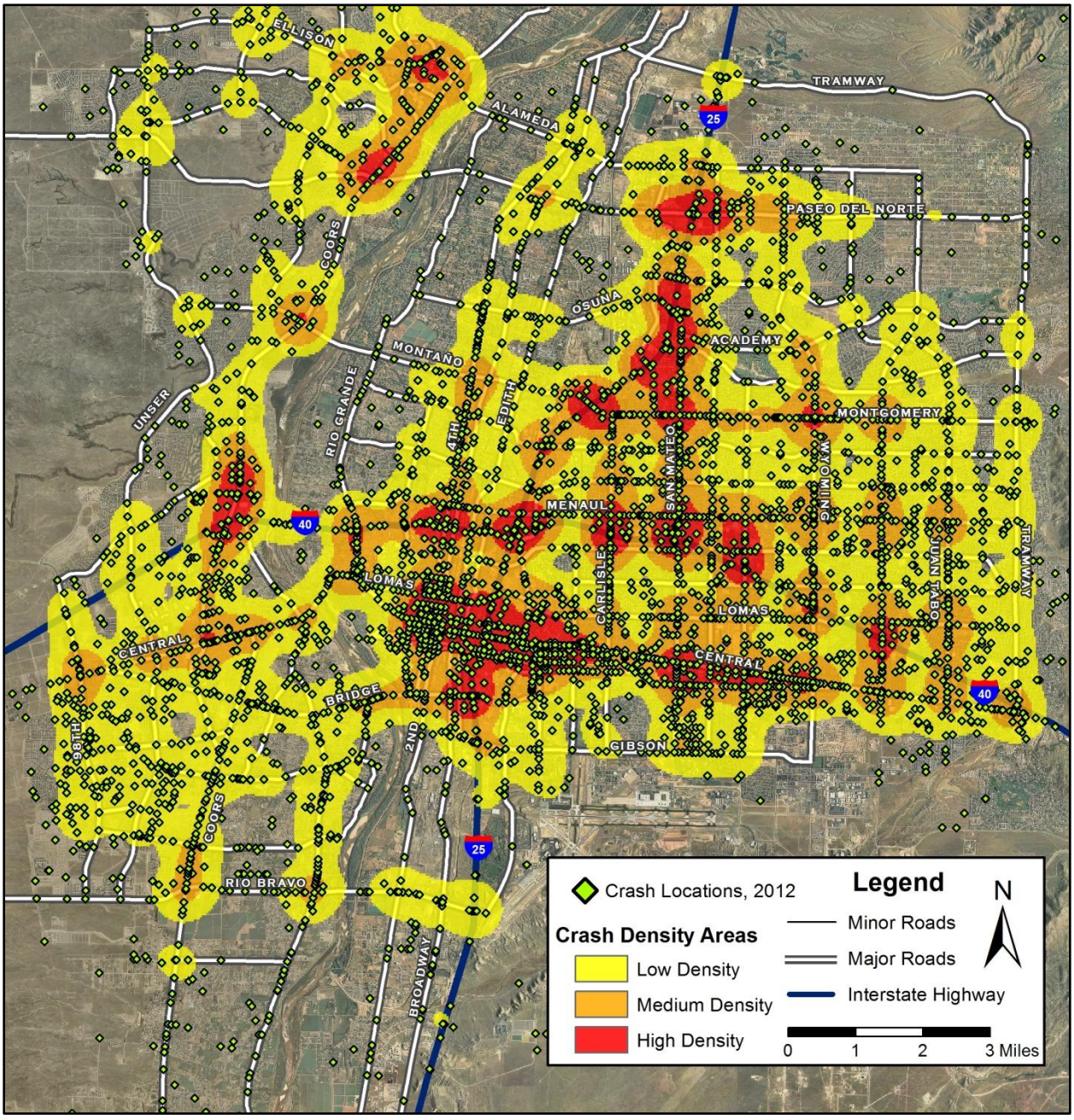
All maps are available in high-resolution color at tru.unm.edu.

Map 13: Albuquerque Crashes, 2012



All maps are available in high-resolution color at tru.unm.edu.

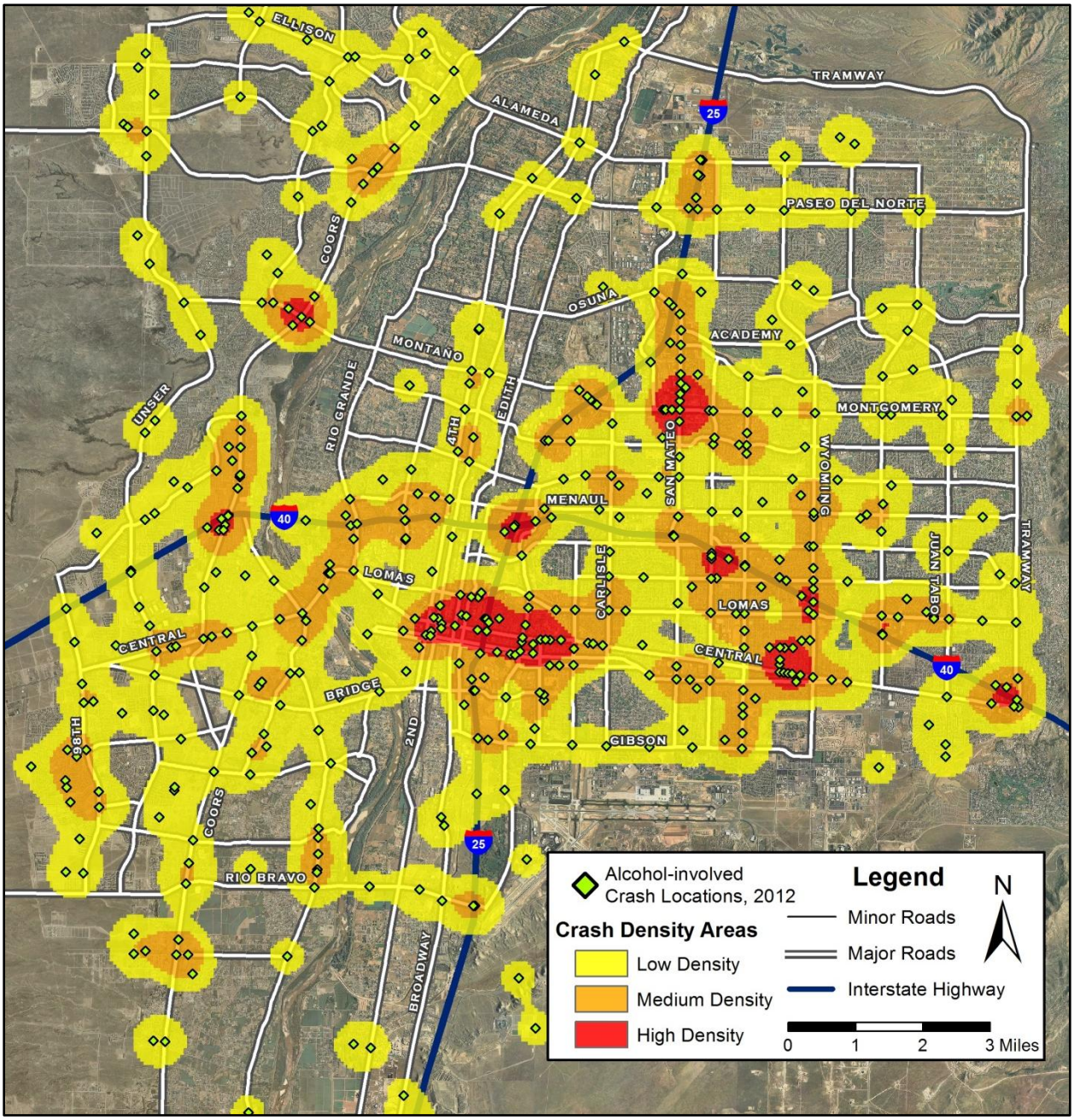
Map 14: Density[38] of All Crashes in Albuquerque, 2012



All maps are available in high-resolution color at tru.unm.edu.

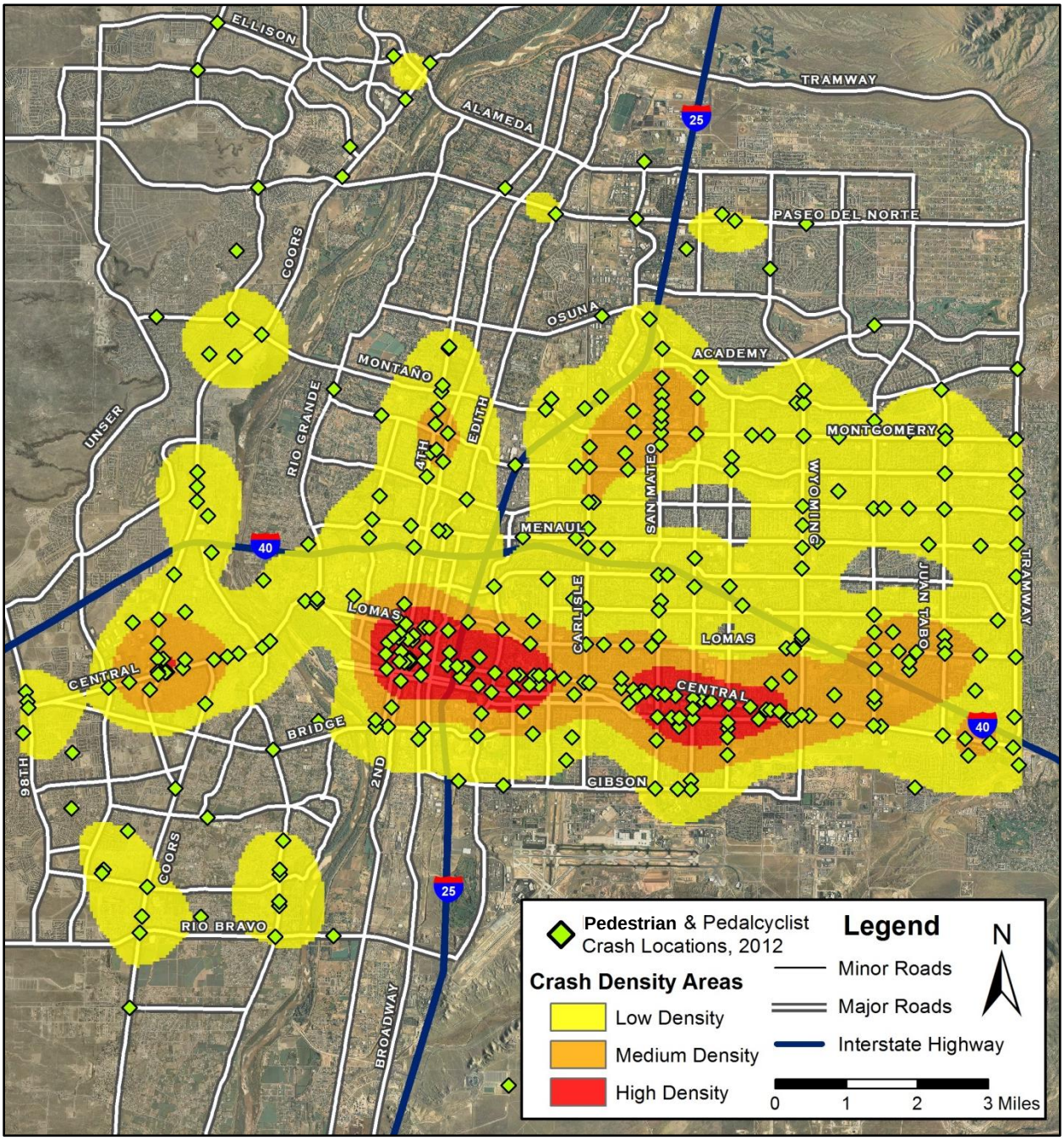
[38] All density maps in this report use a green dot to identify a location with one or more crashes in 2012. Crash density color is calculated using both the number of crashes at each location and the proximity of each location to other crashes.

Map 15: Density of Alcohol-involved Crashes in Albuquerque, New Mexico, 2012



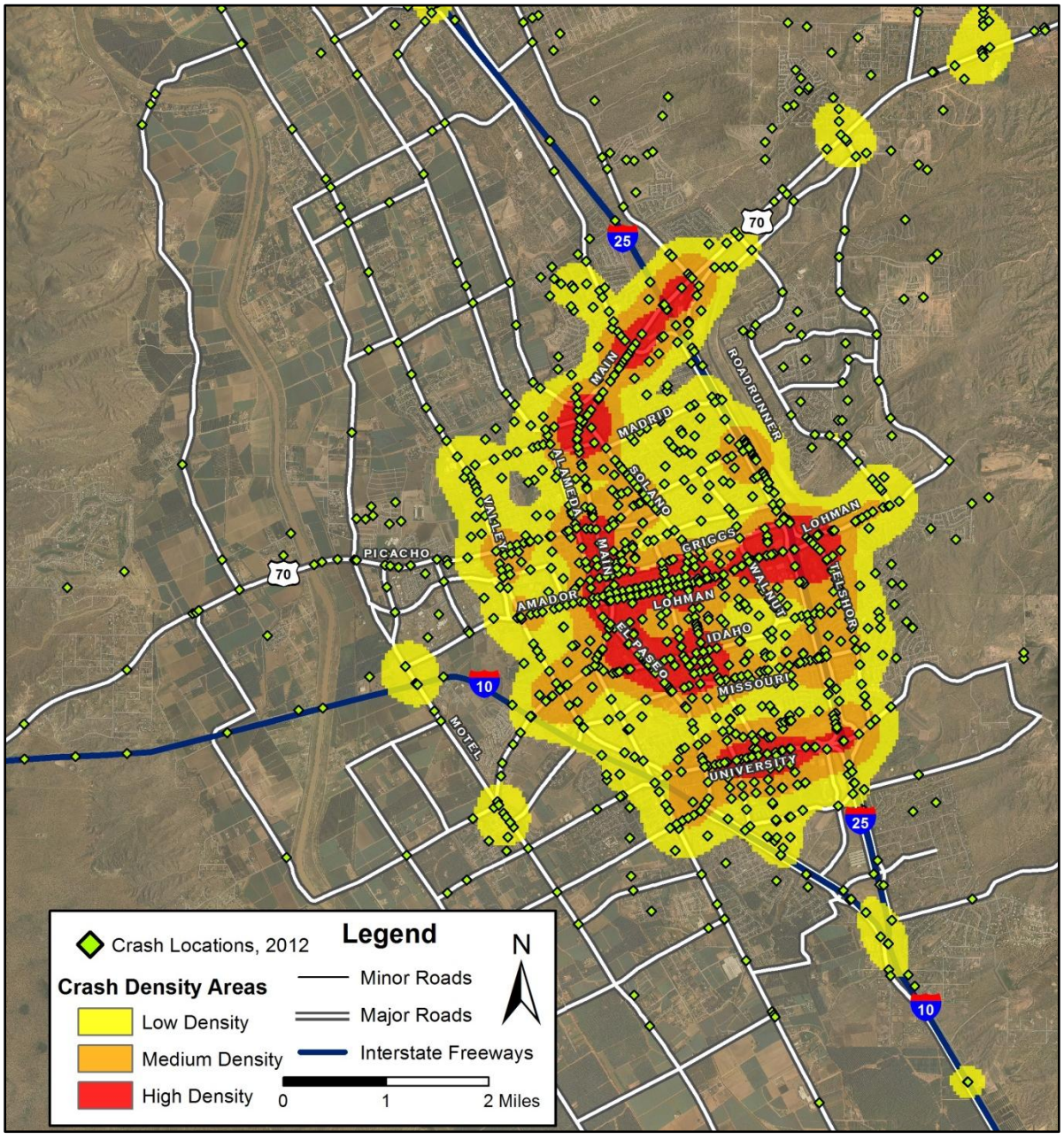
All maps are available in high-resolution color at tru.unm.edu.

Map 16: Density of Pedestrian- and Pedalcycle-involved Crashes in Albuquerque, 2012



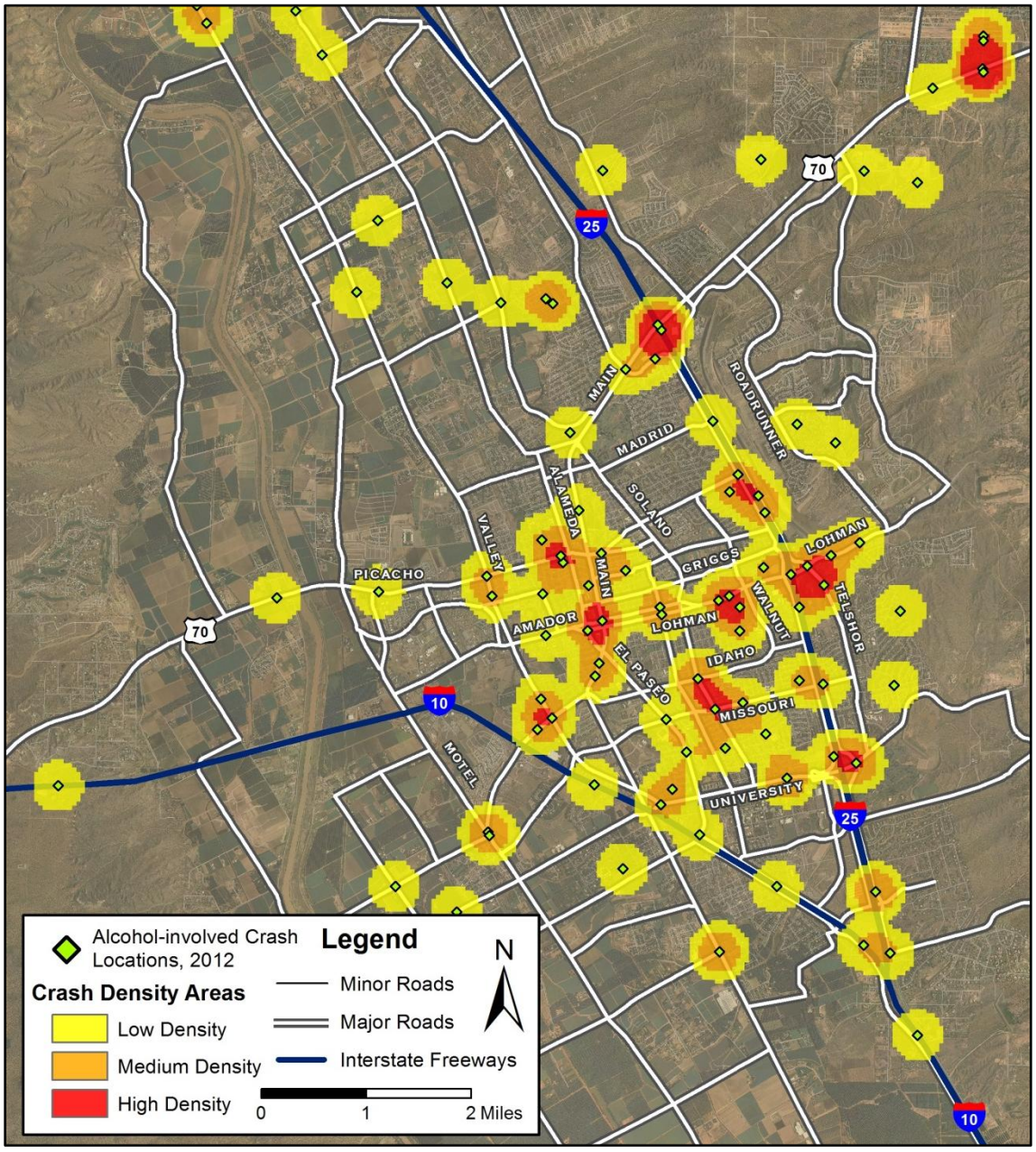
All maps are available in high-resolution color at tru.unm.edu.

Map 17: Density of All Crashes in Las Cruces, New Mexico, 2012



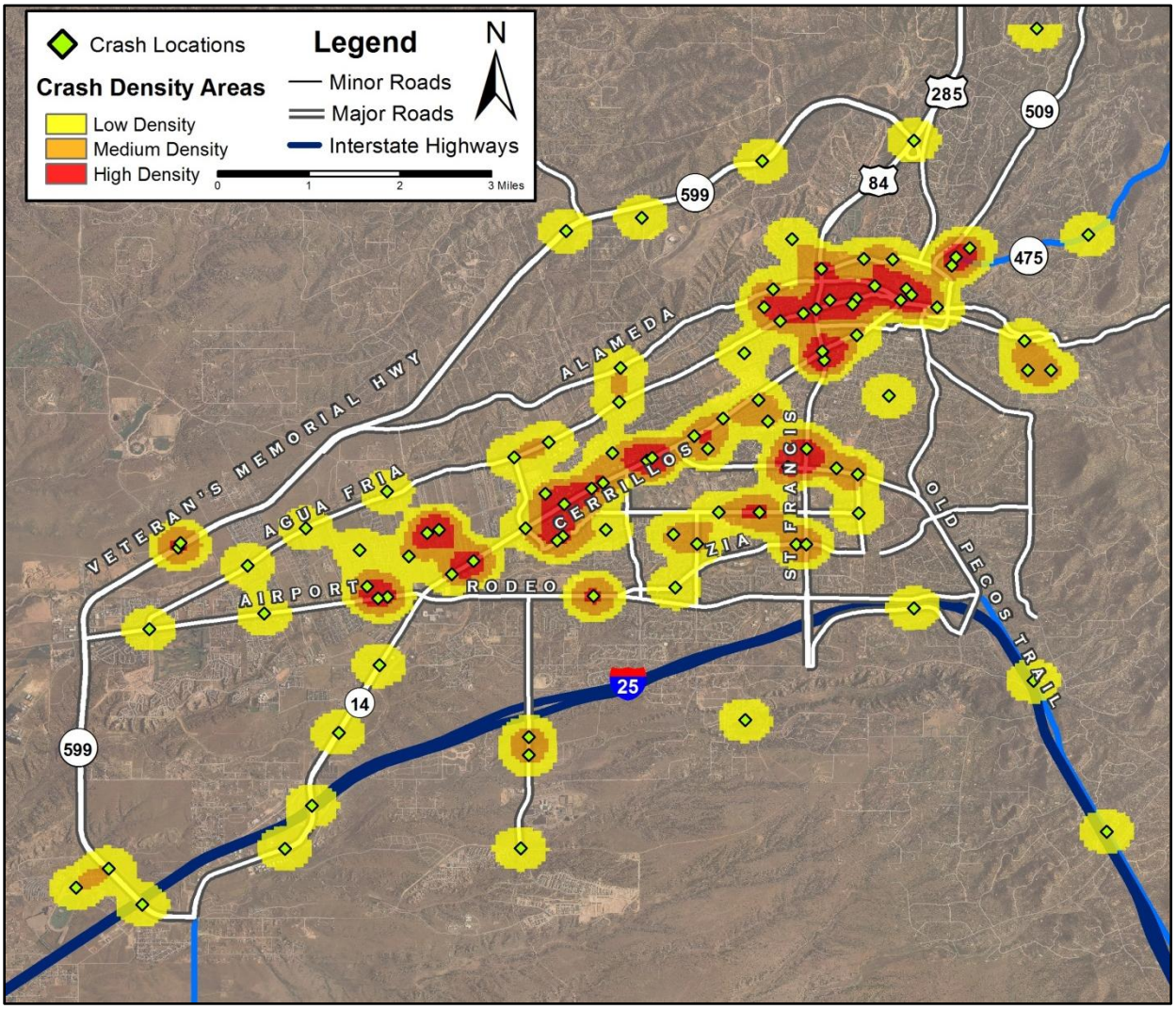
All maps are available in high-resolution color at tru.unm.edu.

Map 18: Density of Alcohol-involved Crashes in Las Cruces, New Mexico, 2012



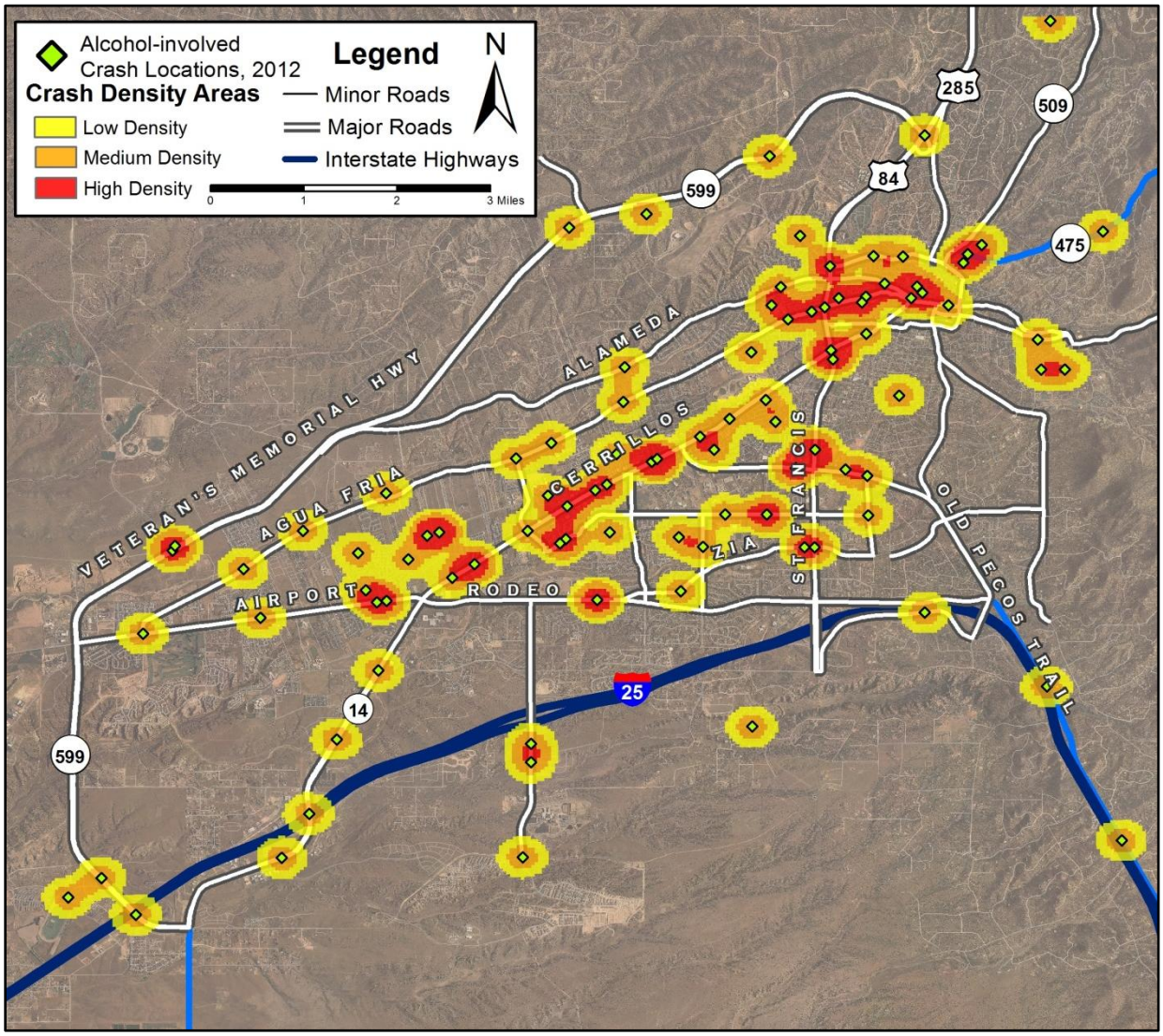
All maps are available in high-resolution color at tru.unm.edu.

Map 19: Density of All Crashes in Santa Fe, New Mexico, 2012



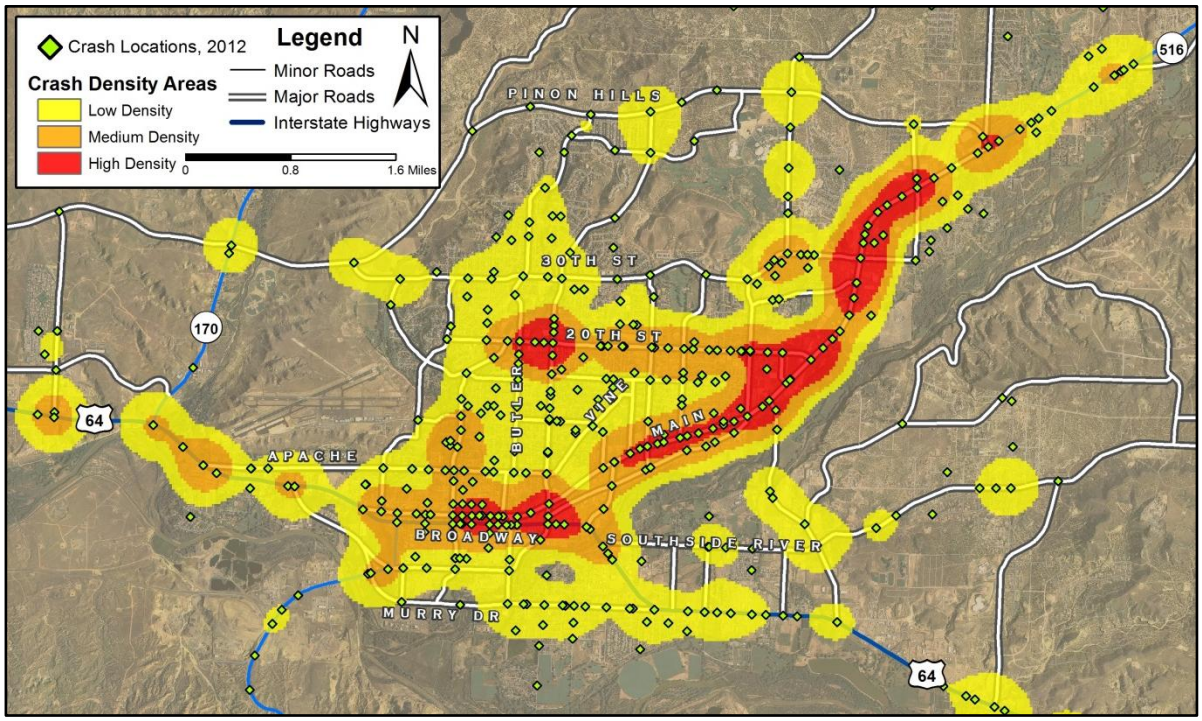
All maps are available in high-resolution color at tru.unm.edu.

Map 20: Density of Alcohol-involved Crashes in Santa Fe, New Mexico, 2012

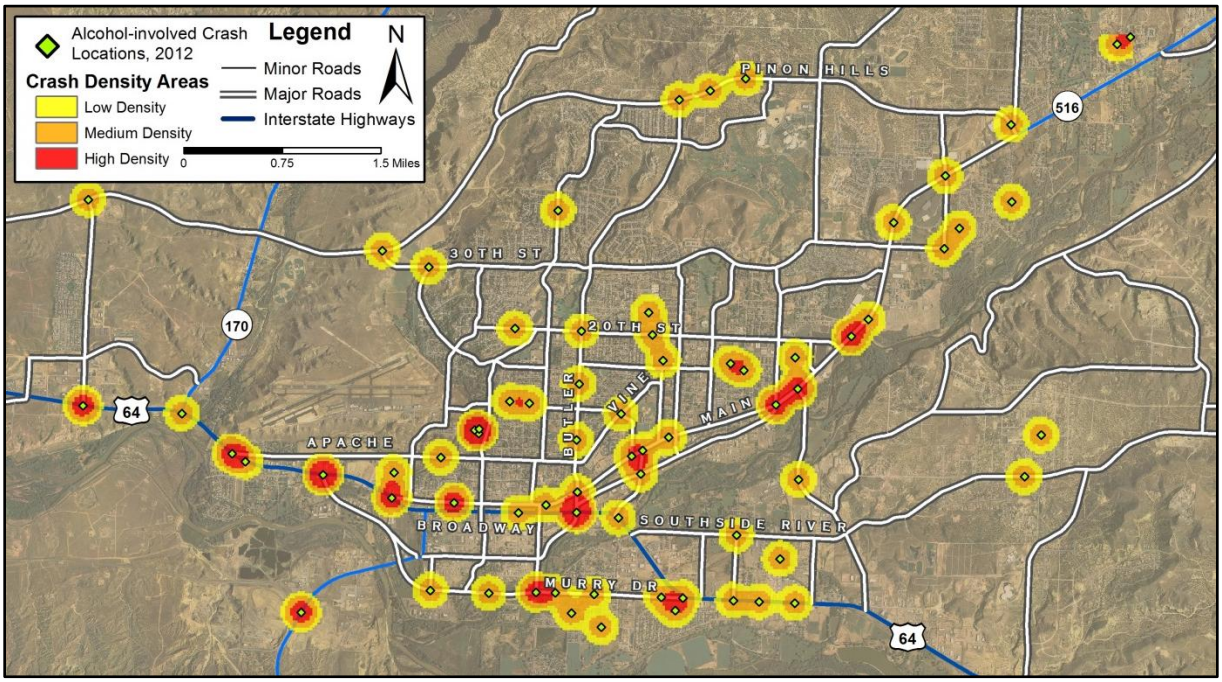


All maps are available in high-resolution color at tru.unm.edu.

Map 21: Density of All Crashes in Farmington, New Mexico, 2012

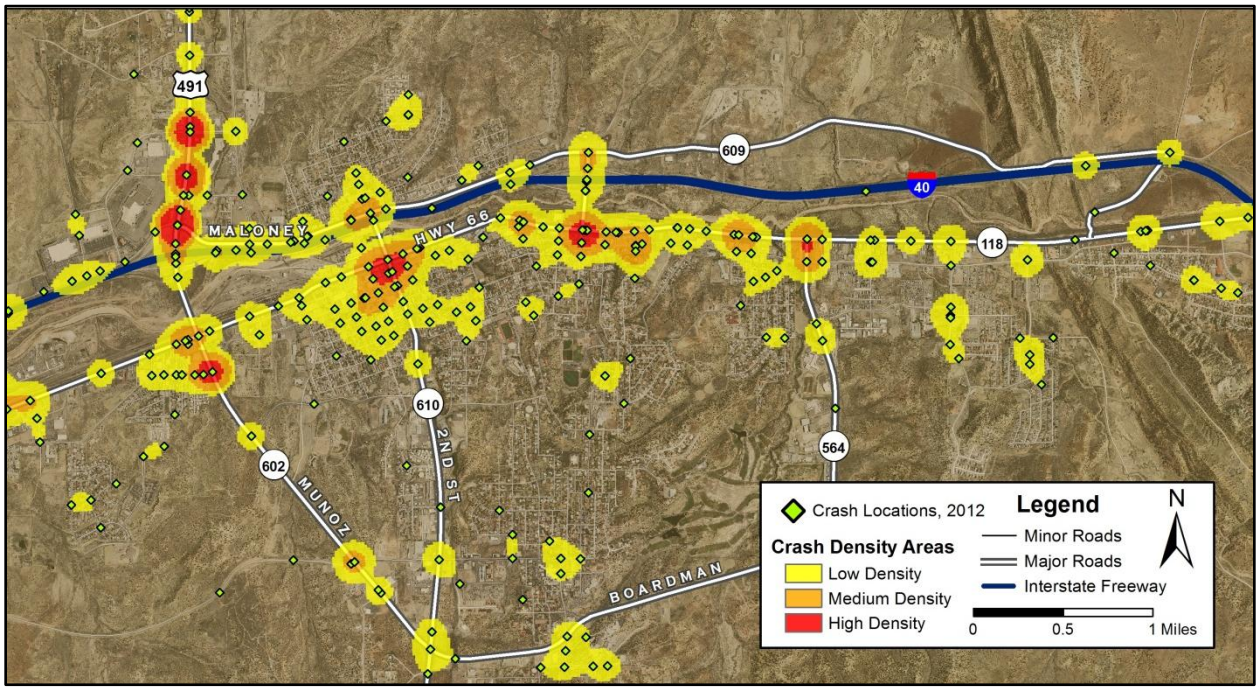


Map 22: Density of Alcohol-involved Crashes in Farmington, New Mexico, 2012

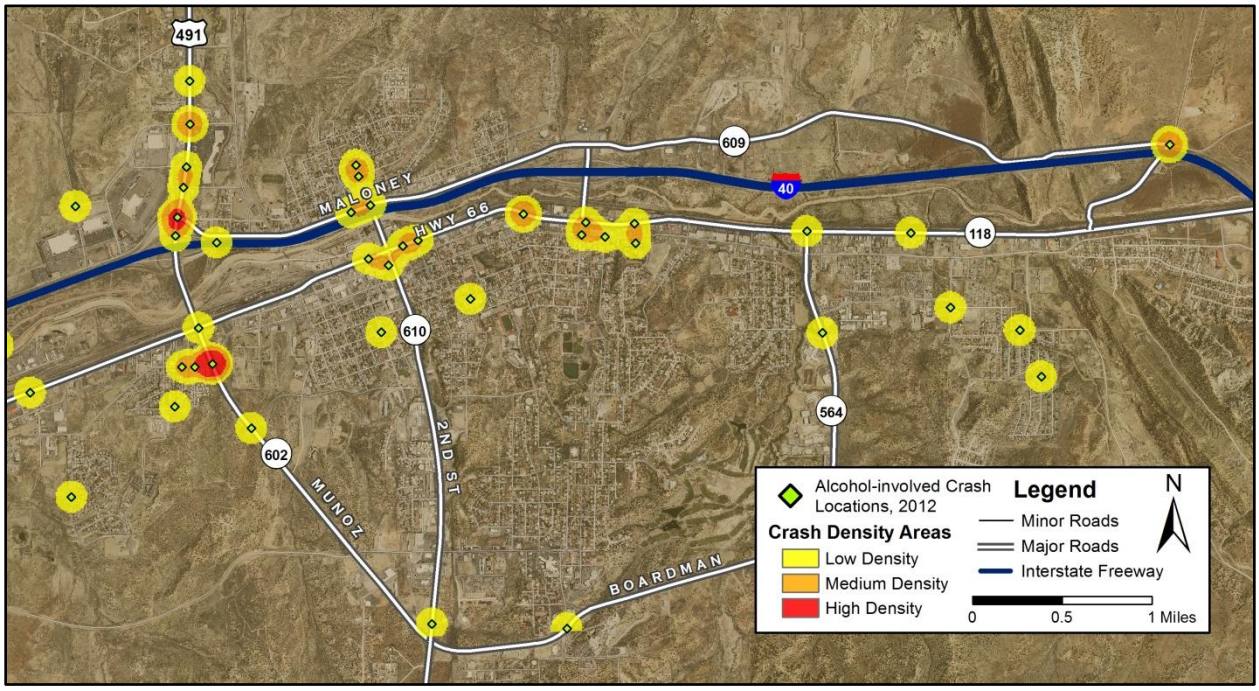


All maps are available in high-resolution color at tru.unm.edu.

Map 23: Density of All Crashes in Gallup, New Mexico, 2012



Map 24: Density of Alcohol-involved Crashes in Gallup, New Mexico, 2012



All maps are available in high-resolution color at tru.unm.edu.

Appendix F – Counties

Appendix Table F-1: Fatalities by County, 2008 - 2012

County	Fatalities					Percent of All 2012 Fatalities	2012 Fatalities per 100M VMT
	2008	2009	2010	2011	2012		
Bernalillo	57	57	46	44	69	18.9%	1.14
Catron	0	2	1	1	2	0.5%	2.31
Chaves	10	16	18	14	8	2.2%	1.33
Cibola	7	9	9	13	8	2.2%	1.17
Colfax	4	4	4	5	5	1.4%	1.53
Curry	6	3	7	13	4	1.1%	1.14
De Baca	1	0	0	4	1	0.3%	0.69
Doña Ana	13	29	25	18	27	7.4%	1.13
Eddy	16	15	14	8	14	3.8%	1.63
Grant	11	1	7	4	6	1.6%	1.37
Guadalupe	8	9	6	6	8	2.2%	1.53
Harding	0	1	0	1	3	0.8%	11.11
Hidalgo	4	3	5	4	3	0.8%	1.11
Lea	16	13	20	15	17	4.6%	2.26
Lincoln	1	7	3	8	4	1.1%	1.03
Los Alamos	0	1	1	1	0	0.0%	0.00
Luna	12	8	8	3	5	1.4%	0.54
McKinley	32	34	25	33	29	7.9%	2.11
Mora	1	1	1	5	5	1.4%	3.93
Otero	9	8	12	14	16	4.4%	2.10
Quay	13	3	9	5	5	1.4%	1.05
Rio Arriba	16	16	7	11	19	5.2%	3.97
Roosevelt	6	4	3	7	2	0.5%	0.68
San Juan	30	15	30	28	27	7.4%	1.57
San Miguel	9	7	11	7	9	2.5%	2.79
Sandoval	22	24	14	12	12	3.3%	1.01
Santa Fe	14	23	26	18	18	4.9%	0.97
Sierra	5	7	3	5	6	1.6%	3.09
Socorro	16	10	6	13	4	1.1%	0.78
Taos	8	9	11	8	8	2.2%	2.77
Torrance	7	14	4	5	10	2.7%	2.19
Union	2	3	2	5	2	0.5%	1.53
Valencia	10	5	11	13	10	2.7%	1.54
Total Fatalities	366	361	349	351	366	100.0%	1.42

Appendix Table F-2: Motorcyclists (Drivers and Passengers) in Crashes, 2012

County	Motorcyclists (Drivers and Passengers) in Crashes						Percent of Total
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	
Bernalillo	18	67	175	91	132	483	34.4%
Catron	0	0	0	2	0	2	0.1%
Chaves	1	12	20	9	22	64	4.6%
Cibola	0	5	2	3	4	14	1.0%
Colfax	1	3	10	4	4	22	1.6%
Curry	0	3	16	9	12	40	2.8%
De Baca	0	0	1	1	2	4	0.3%
Doña Ana	4	25	66	20	30	145	10.3%
Eddy	4	8	12	8	8	40	2.8%
Grant	0	4	9	6	11	30	2.1%
Guadalupe	1	3	2	0	3	9	0.6%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	0	0	1	0	4	5	0.4%
Lea	4	4	11	14	10	43	3.1%
Lincoln	0	2	16	4	4	26	1.8%
Los Alamos	0	0	0	0	2	2	0.1%
Luna	0	1	7	3	8	19	1.4%
McKinley	2	4	10	2	9	27	1.9%
Mora	2	0	0	4	2	8	0.6%
Otero	5	12	14	19	21	71	5.0%
Quay	0	0	1	0	3	4	0.3%
Rio Arriba	4	1	7	5	7	24	1.7%
Roosevelt	0	4	4	0	6	14	1.0%
San Juan	3	16	33	10	11	73	5.2%
San Miguel	0	2	2	3	3	10	0.7%
Sandoval	0	13	23	10	11	57	4.1%
Santa Fe	4	14	27	20	32	97	6.9%
Sierra	1	3	4	0	5	13	0.9%
Socorro	0	2	0	0	5	7	0.5%
Taos	5	6	3	7	3	24	1.7%
Torrance	4	0	0	0	0	4	0.3%
Union	0	0	0	0	0	0	0.0%
Valencia	3	6	11	3	2	25	1.8%
Total	66	220	487	257	376	1,406	100.0%

Appendix Table F-3: Severity of Injuries to Pedestrians in Crashes by County, 2012

County	Pedestrians in Crashes						Percent of Total
	Fatalities (Class K)	Suspected Serious Injuries (Class A)	Suspected Minor Injuries (Class B)	Possible Injuries (Class C)	No Apparent Injuries (Class O)	Total People	
Bernalillo	21	31	74	77	23	226	50.0%
Catron	0	0	0	0	0	0	0.0%
Chaves	0	2	2	6	0	10	2.2%
Cibola	0	0	0	1	0	1	0.2%
Colfax	0	0	0	1	0	1	0.2%
Curry	0	1	4	2	0	7	1.5%
De Baca	0	0	0	0	0	0	0.0%
Doña Ana	4	5	7	6	4	26	5.8%
Eddy	0	2	4	1	1	8	1.8%
Grant	0	1	1	4	0	6	1.3%
Guadalupe	0	0	0	0	0	0	0.0%
Harding	0	0	0	0	0	0	0.0%
Hidalgo	1	0	0	0	0	1	0.2%
Lea	0	0	7	3	1	11	2.4%
Lincoln	3	0	0	1	0	4	0.9%
Los Alamos	0	0	0	1	0	1	0.2%
Luna	2	0	2	1	1	6	1.3%
McKinley	7	4	8	9	4	32	7.1%
Mora	0	0	0	0	0	0	0.0%
Otero	2	0	1	7	0	10	2.2%
Quay	0	0	0	0	0	0	0.0%
Rio Arriba	0	0	0	1	1	2	0.4%
Roosevelt	0	1	1	0	1	3	0.7%
San Juan	12	2	4	8	3	29	6.4%
San Miguel	1	1	2	2	1	7	1.5%
Sandoval	2	1	3	6	0	12	2.7%
Santa Fe	4	6	7	17	7	41	9.1%
Sierra	0	0	1	1	0	2	0.4%
Socorro	1	0	0	1	0	2	0.4%
Taos	1	1	0	0	0	2	0.4%
Torrance	0	0	0	0	0	0	0.0%
Union	0	0	1	0	0	1	0.2%
Valencia	0	0	1	0	0	1	0.2%
Total	61	58	130	156	47	452	100.0%

Appendix – Counties

Appendix Table F-4: Animal-involved Crashes by County, 2008 - 2012

County	Animal-involved Crashes					Percent of All 2012 Crashes	2012 Vehicle Miles Traveled (100M VMT)	2012 Animal-involved Crashes per 100M VMT
	2008	2009	2010	2011	2012			
Bernalillo	28	26	35	34	30	2.2%	60.64	0.5
Catron	12	10	9	7	22	1.6%	0.87	25.4
Chaves	78	96	58	62	67	4.9%	6.04	11.1
Cibola	30	21	31	26	28	2.1%	6.82	4.1
Colfax	56	87	87	103	85	6.2%	3.26	26.0
Curry	18	19	17	25	17	1.2%	3.51	4.8
De Baca	5	2	6	5	2	0.1%	1.45	1.4
Doña Ana	23	37	22	35	26	1.9%	23.93	1.1
Eddy	101	60	49	30	46	3.4%	8.59	5.4
Grant	124	123	74	87	125	9.2%	4.38	28.5
Guadalupe	13	19	8	12	8	0.6%	5.21	1.5
Harding	9	4	1	3	3	0.2%	0.27	11.1
Hidalgo	13	29	14	9	24	1.8%	2.71	8.9
Lea	61	63	37	37	49	3.6%	7.53	6.5
Lincoln	117	115	117	112	100	7.3%	3.89	25.7
Los Alamos	7	13	4	9	3	0.2%	1.29	2.3
Luna	21	23	11	11	19	1.4%	9.21	2.1
McKinley	42	61	55	89	71	5.2%	13.77	5.2
Mora	6	15	22	16	19	1.4%	1.27	14.9
Otero	69	70	81	67	81	6.0%	7.60	10.7
Quay	31	33	26	36	13	1.0%	4.75	2.7
Rio Arriba	116	105	110	108	89	6.5%	4.79	18.6
Roosevelt	23	22	9	30	38	2.8%	2.95	12.9
San Juan	159	190	167	150	173	12.7%	17.16	10.1
San Miguel	9	23	27	50	32	2.4%	3.22	9.9
Sandoval	59	58	56	81	55	4.0%	11.87	4.6
Santa Fe	33	38	43	52	39	2.9%	18.52	2.1
Sierra	28	24	21	35	15	1.1%	1.94	7.7
Socorro	25	22	29	31	25	1.8%	5.16	4.8
Taos	31	80	60	54	35	2.6%	2.88	12.1
Torrance	28	36	15	24	4	0.3%	4.56	0.9
Union	17	21	11	17	16	1.2%	1.31	12.2
Valencia	8	13	10	12	2	0.1%	6.49	0.3
Total	1,400	1,558	1,322	1,459	1,361	100.0%	257.85	5.3

Appendix Table F-5: New Mexico Population by County, 2008 - 2012

County	New Mexico Population (revised U.S. Census)[1]				
	2008	2009	2010	2011	2012
Bernalillo	646,879	655,279	664,099	669,416	672,444
Catron	3,631	3,689	3,741	3,714	3,662
Chaves	64,378	65,110	65,776	65,698	65,727
Cibola	27,259	27,097	27,306	27,481	27,259
Colfax	13,764	13,731	13,738	13,619	13,243
Curry	45,512	46,555	48,970	49,690	50,696
De Baca	2,000	2,002	2,016	1,964	1,933
Doña Ana	200,855	205,401	210,288	212,772	213,952
Eddy	52,566	53,578	53,904	54,031	54,435
Grant	29,921	29,865	29,385	29,414	29,364
Guadalupe	4,701	4,637	4,688	4,645	4,608
Harding	690	700	688	709	699
Hidalgo	5,022	5,019	4,851	4,837	4,809
Lea	62,737	64,483	64,652	65,045	66,165
Lincoln	20,458	20,521	20,472	20,433	20,266
Los Alamos	17,924	17,742	18,017	18,194	18,146
Luna	25,375	25,119	25,113	25,146	24,967
McKinley	70,449	70,567	71,775	73,490	72,726
Mora	4,909	4,859	4,882	4,794	4,701
Otero	62,498	62,462	64,337	65,497	65,922
Quay	8,978	8,920	9,048	9,050	8,772
Rio Arriba	40,008	40,023	40,331	40,363	40,302
Roosevelt	19,074	19,192	20,011	20,444	20,318
San Juan	126,905	129,359	130,161	128,016	128,340
San Miguel	29,234	29,336	29,375	29,301	28,914
Sandoval	125,368	128,985	132,370	134,202	135,383
Santa Fe	141,704	143,205	144,508	145,409	146,456
Sierra	11,914	11,940	12,038	12,039	11,900
Socorro	17,966	17,927	17,837	17,861	17,571
Taos	32,467	32,792	32,909	32,957	32,800
Torrance	16,257	16,414	16,371	16,378	16,046
Union	4,380	4,523	4,538	4,435	4,423
Valencia	74,879	75,770	76,787	76,875	76,591
Statewide	2,010,662	2,036,802	2,064,982	2,077,919	2,083,540

[1] Each year, the U.S. Census publishes revisions to previous population estimates. Therefore, rates based on population in this publication are not comparable to rates published in prior years. See Sources section for additional information.

Appendix Table F-6: Crash Rates by County, 2008 - 2012

County	Crashes per 10,000 Population[1,2]				
	2008	2009	2010	2011	2012
Guadalupe	417	380	390	336	380
Chaves	256	229	215	204	279
Bernalillo	301	286	256	261	246
Mora	94	161	231	200	234
Lincoln	214	261	260	260	232
Colfax	265	256	276	272	230
Quay	237	309	249	232	218
Grant	222	189	151	180	216
Lea	234	195	201	222	209
Santa Fe	266	245	230	226	203
Hidalgo	185	205	231	238	202
Statewide	**231**	**227**	**207**	**208**	**197**
Curry	221	263	224	189	193
Union	235	217	190	232	192
Doña Ana	199	201	197	196	187
Sierra	216	206	150	184	187
McKinley	167	187	181	181	186
San Juan	224	202	182	190	181
Taos	154	230	238	212	175
Socorro	185	196	184	193	174
Otero	169	177	171	178	172
Eddy	260	225	181	162	172
San Miguel	106	153	173	207	167
Rio Arriba	159	150	128	119	158
Cibola	177	185	154	152	156
Roosevelt	173	179	112	169	152
Luna	176	180	168	165	149
Catron	102	68	86	59	120
Sandoval	151	152	147	136	117
De Baca	140	125	154	132	93
Harding	145	86	58	127	86
Torrance	151	205	155	167	67
Valencia	114	147	120	112	47
Los Alamos	103	122	77	70	46

[1] Rates are calculated by taking the number of crashes, dividing by the county's population, and then multipling by 10,000.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-7: Fatality Rates by County, 2008 - 2012

County	Fatalities per 10,000 Population[1,2]				
	2008	2009	2010	2011	2012
Harding	0.00	14.29	0.00	14.10	42.92
Guadalupe	17.02	19.41	12.80	12.92	17.36
Mora	2.04	2.06	2.05	10.43	10.64
Hidalgo	7.96	5.98	10.31	8.27	6.24
Torrance	4.31	8.53	2.44	3.05	6.23
Quay	14.48	3.36	9.95	5.52	5.70
Catron	0.00	5.42	2.67	2.69	5.46
De Baca	5.00	0.00	0.00	20.37	5.17
Sierra	4.20	5.86	2.49	4.15	5.04
Rio Arriba	4.00	4.00	1.74	2.73	4.71
Union	4.57	6.63	4.41	11.27	4.52
McKinley	4.54	4.82	3.48	4.49	3.99
Colfax	2.91	2.91	2.91	3.67	3.78
San Miguel	3.08	2.39	3.74	2.39	3.11
Cibola	2.57	3.32	3.30	4.73	2.93
Eddy	3.04	2.80	2.60	1.48	2.57
Lea	2.55	2.02	3.09	2.31	2.57
Taos	2.46	2.74	3.34	2.43	2.44
Otero	1.44	1.28	1.87	2.14	2.43
Socorro	8.91	5.58	3.36	7.28	2.28
San Juan	2.36	1.16	2.30	2.19	2.10
Grant	3.68	0.33	2.38	1.36	2.04
Luna	4.73	3.18	3.19	1.19	2.00
Lincoln	0.49	3.41	1.47	3.92	1.97
Statewide	**1.82**	**1.77**	**1.69**	**1.69**	**1.76**
Valencia	1.34	0.66	1.43	1.69	1.31
Doña Ana	0.65	1.41	1.19	0.85	1.26
Santa Fe	0.99	1.61	1.80	1.24	1.23
Chaves	1.55	2.46	2.74	2.13	1.22
Bernalillo	0.88	0.87	0.69	0.66	1.03
Roosevelt	3.15	2.08	1.50	3.42	0.98
Sandoval	1.75	1.86	1.06	0.89	0.89
Curry	1.32	0.64	1.43	2.62	0.79
Los Alamos	0.00	0.56	0.56	0.55	0.00

[1] Rates are calculated by taking the number of fatalities, dividing by the county's population, and then multipling by 10,000.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Appendix Table F-8: Alcohol-involved Crash Rates by County, 2008 - 2012

County	Alcohol-involved Crashes per 10,000 Population[1,2]				
	2008	2009	2010	2011	2012
Harding	0.0	14.3	0.0	0.0	28.6
McKinley	20.2	24.1	17.8	18.8	20.9
Guadalupe	10.6	23.7	23.5	17.2	17.4
Rio Arriba	12.7	22.0	11.4	12.4	15.9
San Juan	20.0	16.4	15.8	16.6	15.5
Lincoln	15.2	12.7	15.1	11.7	14.8
Cibola	19.4	21.8	9.5	11.6	14.7
Chaves	16.9	12.9	10.3	11.6	14.1
Taos	11.7	19.5	21.0	19.4	14.0
San Miguel	9.6	10.2	14.0	16.0	13.5
Colfax	18.2	11.7	14.6	14.0	12.8
Grant	16.0	11.0	7.8	10.9	12.6
Santa Fe	16.4	14.5	13.3	14.7	11.7
Catron	8.3	5.4	8.0	2.7	10.9
Lea	18.8	12.9	15.2	12.8	10.9
Otero	8.6	8.8	8.4	10.5	10.8
Statewide	**12.9**	**13.2**	**10.5**	**11.2**	**10.4**
Quay	6.7	9.0	4.4	7.7	10.3
Socorro	13.9	16.2	9.5	6.2	10.2
Sierra	5.9	12.6	10.0	15.0	10.1
Bernalillo	11.9	12.9	9.0	10.2	9.5
Eddy	15.4	12.3	8.0	6.5	9.0
Roosevelt	12.6	13.5	12.5	7.3	8.9
Doña Ana	10.7	12.7	10.1	11.0	8.7
Mora	8.1	12.3	12.3	14.6	8.5
Sandoval	10.8	8.6	7.5	7.5	8.3
Curry	10.1	11.0	8.8	8.9	7.3
Union	9.1	13.3	17.6	13.5	6.8
Hidalgo	10.0	8.0	6.2	12.4	4.2
Torrance	6.2	12.8	6.7	6.1	3.7
Valencia	6.8	9.0	5.2	6.2	3.0
Luna	5.5	10.4	7.6	7.2	2.0
Los Alamos	5.0	6.2	2.2	3.3	1.1
De Baca	0.0	10.0	9.9	10.2	0.0

[1] Rates are calculated by taking the number of alcohol-involved crashes, dividing by the county's population, and then multipling by 10,000.

[2] Numbers are shaded such that darker shading identifies higher numbers.

Sources

Crash Data – Crash data are from the NMDOT Uniform Crash Reports (UCRs), submitted by state law enforcement agencies, for any reported incident on a public roadway involving one or more motor vehicles that resulted in death, injury, or at least $500 in property damage. These reports are processed by the NMDOT Traffic Records Program, and analyzed by the UNM Geospatial and Population Studies Traffic Research Unit (GPS TRU), formerly the Division of Government Research.

Economic Impact Estimates – AASHTO Highway Safety Manual, 1st Edition, Volume 1, 2010, Appendix 4A, pp. 4-84 to 4-88. AASHTO HSM cost estimate calculations are based on the *Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries*, FHWA-HRT-05-051, October 2005.

Licensed Drivers – New Mexico Taxation and Revenue Department, Motor Vehicle Division (MVD), 2003 – 2012 July data.

National Rates – U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Traffic Safety Facts 2012. Tables 2 and 24. Accessed March 11, 2015. http://www-nrd.nhtsa.dot.gov/Pubs/812032.pdf

Observed Seatbelt Usage – New Mexico Department of Transportation (NMDOT), Planning and Traffic Safety Division. *2013 New Mexico Occupant Seat Belt Observation Study*. Prepared by Davis Innovations, Inc. Accessed March 19, 2014.

Population – U.S. Census Bureau, Population Division. *Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2013.* Release Dates: For counties, March 2014 (CO-EST2013-01-35). For Cities and Towns (Incorporated Places and Minor Civil Divisions), May 2014 (SUB-EST2013). For pre-2010 population only: *Annual Estimates of the Resident Population for Counties: April 1, 2000 to July 1, 2012*. Release Date: March 2013 (CO-EST2012-01-35). *Subcounty Resident Population Estimates for Cities and Towns (Incorporated Places and Minor Civil Divisions): April 1, 2000 to July 1, 2011*. Release Date: June 2012 (SUB-EST2011-35).

Registered Motor Vehicles and Motorcycles – U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. *Highway Statistics Series, 2012, Vehicles.* Table MV-1. January 2014. Accessed July 18, 2014. http://www.fhwa.dot.gov/policyinformation/statistics/2012/mv1.cfm

Vehicle Miles Traveled (VMT) – New Mexico Department of Transportation (NMDOT), Planning Division, Traffic Data Reporting Section. *Daily Vehicle Miles Traveled (DVMT in thousands) By County and Functional Classification*. The calculation method for VMT was revised by NMDOT beginning in 2011.

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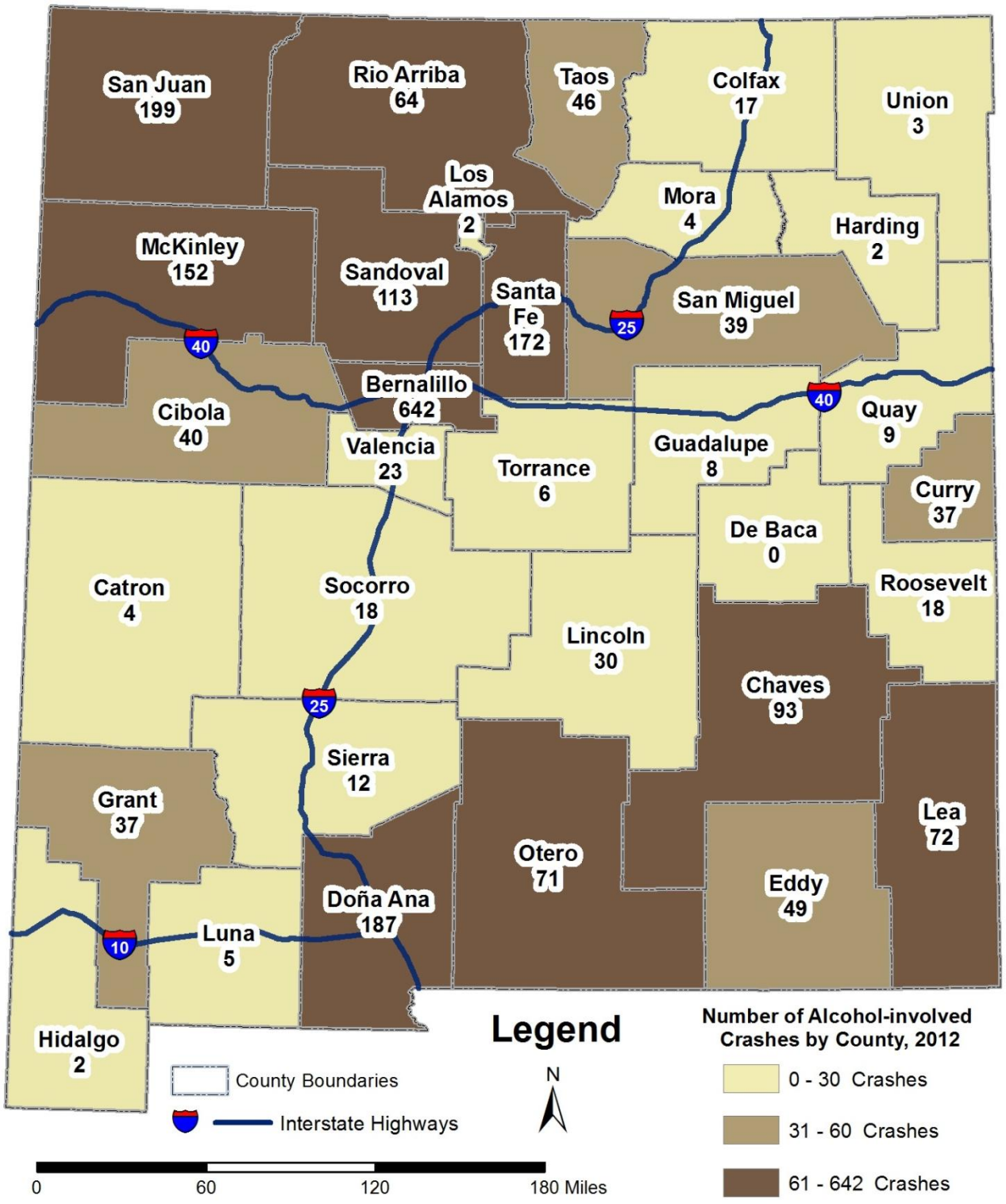
Map 25: Alcohol-involved Crashes by County, 2012



All maps are available in high-resolution color at tru.unm.edu.